CYCLE NEWS®

America's weekly motorcycle newspaper
July 20, 1994: Number 28
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ROAD RACING: Doohan does it again in Italian GP

OFF-ROAD: Davide Trolli interview

RIDING IMPRESSION: Kawasaki ZX-9R

GRAND NATIONAL DIRT TRACK: Morehead wins I-96

MOTOCROSS: Dutch GP win to Strijbos

Dual Sporting in Hawaii? Kauai not

Belgian **Stefan Everts** (Kaw) won round 10 of the 250cc World Championship MX Series in Uddevalla, Sweden, on July 10. South African **Greg Albertyn** (Suz) was second, with Brit **Kurt Nicoll** (Hon) taking third place.

Rodney Smith won the eighth and final round of the National Reliability Enduro Series in Speedsville, New York, on July 9-10. Unofficially, Smith won both days of the event for the overall, while **Fred Hoess** (Hus), **Chris Smith** (Hon), **Scott Summers** (Hon) and **Guy Cooper** (Suz) finished second through fifth, respectively. Smith, the defending champion, had wrapped up this year's title at the previous round. The AMA has still not released their choices for the World Trophy, World Junior Trophy and Club Teams, but plans to do so later in the week.

Team Suzuki Endurance finished first and second in the fifth round of the WERA Sunoco/Performance Machine National Endurance Series at the Putnam Park road course in Mt. Meridian, Indiana, on July 9. Following the two Team Suzuki Endurance bikes home in the six-hour race was **Virginia Breeze Racing** (Yam). The WERA Formula III National, which was held in conjunction with the endurance race, was won by **Kevin Murray** (Hon). Murray topped **John Ulrich** (Yam) and **Chris Rogers** (Yam).

Adrien Morillas, Jean-Louis Battistini and **Denis Bonoris** (Kaw) teamed up to win the 24 Hours of Liege endurance road race, held at the Spa-Francorchamps Circuit in Belgium on July 10. Defending World Endurance Champion **Doug Toland** qualified 14th, but was forced out of the race when his teammate, Andre Lussiana, crashed the team's Honda.

Four-time World Champion **Eddie Lawson** captured his first career victory in the PPG-Firestone Indy Lights Series during the Buick Challenge of Cleveland in Cleveland, Ohio, on July 10. Lawson beat Canadian Greg Moore by 2.530 seconds after taking the lead on the 26th lap of the 35-lap race. Series points leader Steve Robertson, Lawson's teammate, finished seventh. Lawson picked up $20,000 for winning the race.

Canadian riders have traditionally made a great showing at the North American World Championship Trials rounds. This year, however, only **Mike Guns**, aboard a Montesa, held up the Maple Leaf honor at the June 25-26 Donner Pass World Round, held in Norden, California. Guns, a fixture on the NATC/AMA circuit, showed his steadfast Canuck patriotism by shaving a maple leaf design into the back of his scalp. Seen watching in section six was former Canadian Champion **Steve Fracy**.

The last five years have seen more change and progress in the sport of observed trials than in the previous 20 years! The motorcycles themselves have kept pace with the **technological advances** of every other form of motorsport, both four- and two-wheeled. The introduction of disc brakes, water cooling, inverted front forks, and tubeless tires have all had an impact on the manner in which the bikes are ridden. The new Honda/Montesa has a changeable microchip which enables a rider to choose a mild or wild power band. The development of tires by IRC, Michelin, Dunlop and Pirelli has created compounds that quite literally feel sticky and adhere to rock and logs. The 1994 Beta Techno has a gas tank shroud-mounted cyclocomputer that indicates the time, speed, average speed and duration of time a rider has been in a section. According to **Andreu Codina** of Gas-Gas, their 1995 model will have a similar feature, though it will take things further by also telling a rider when to change oil, fluids, etc.

While most trials riders eschew any type of full-coverage helmet, **Jean-Luc Nictou** wears an abbreviated chin bar on his helmet to protect a prior injury. Looking similar to a NASA space helmet, Nictou cuts a flashy figure in his IPONE skin suit. Nictou was 14th at Donner.

Attending the Donner Pass World Trials Round were several top American bicycle trials riders. National #3 **Aaron Faust, Steve Blick, Cevin Quitoriano, Kenny Stroub** and Swiss/German expatriate **Hans Rey** were on hand as spectators. Though spectacular in their own right, the bicycle trialers were absolutely blown away by the skills of the top Europeans.

Apparently following the trend started in the mountain bike world, the bikes of Scorpa rider **Bruno Camozzzi** and Gas-Gas mounted **Donato Miglio** featured many anodized-purple parts, ranging from handlebars to fork braces and disc brake parts.

The Montesa of Spain's **Amos Bilbao** featured extensive manipulating and reshaping of the twin-spar aluminum frame. This was done in an effort to more personally fit the bike to the tiny Bilbao, who is having difficulty matching his '92 performance with Gas-Gas.

It is interesting to note that almost all of the foreign riders are able to converse, at least marginally, in English. Perhaps the most fluent in English is Finn **Tommi Ahvala**, with **Jordi Tarres** and **Takumi Narita** following closely. Our American athletes might try as hard when traveling overseas.

Unfortunately, **poor sportsmanship** can occur in trials also. Witnesses to a tantrum thrown by **Marc Colomer** in section 12 at Donner Pass on Saturday expressed outrage at his behavior. Upon receiving what he thought was an undeserved dab, **Dougie Lampkin** had a couple of choice words (that started with an "F" and a "Y") for the checker. As the pressures to perform increase, this type of incident is probably bound to occur more often. Certainly the days of Frenchman **Philippe Berlatier** berating and hitting checkers is not forgotten.

Spectacular display of **outside sponsor logos** plays a major role in the sponsorship of European trials competitors. Spaniard **Amos Bilbao** rides for the Montesa factory, but receives major backing from Marin Mountain Bikes and Ducados cigarettes, while **Jordi Tarres, Marc Colomer** and **Joan Pons** are supported by Fortuna, a rival tobacco company. Additionally, Garibaldi and Brema clothing manufacturers have changed the face of trials with the skin-tight, one-piece "body condom" skin suits favored by all of the top riders. Local bicycle trials rider **Cevin Quitoriano** noted, "I sure wouldn't want to take a tumble wearing a thin lycra suit." In any event, it seemed unlikely that any of the top riders would feel the sting of the rough Donner granite, for, without exception, the top riders felt that the sections were on the easy side.

Once the dominant force in world trials, France entered only 2 riders at the Donner Pass World Round: **Bruno Camozzi** aboard the new Scorpa, and Beta-mounted **Jean-Luc Nictou**. Clearly, the World leaders are the Spanish, their dominance achieved by simple growth in Junior program numbers. The Spanish Dream Team of **Jordi Tarres, Marc Colomer, Joan Pons** and **Amos Bilbao** has dominated the Trial de Nations for the last three years, displacing its perennial champions, the French.

Road racer **Aaron Lanningham** has been transferred to a hospital near his home in Utah, according to a friend. Lanningham, who crashed during the AMA U.S. Superbike National Championship round at New Hampshire International Speedway on June 19, was originally paralyzed from the knees down after suffering broken vertebrae in his lower back, but has since started to regain feeling in his feet. Lanningham has started walking with the aid of crutches. He can be reached at his room in the Health South Rehab in Sandy, Utah, at 800/888-3401, ext. 6668.

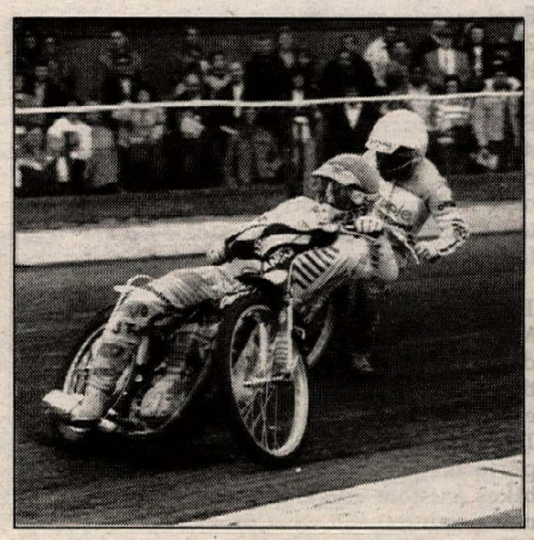
New Jersey motocrossers **Barry Carsten** and **James McIlvaine** will compete in a supercross in Landshut, Germany, on August 14-15, according to Roulette Racing. Roulette's Edward Volkov is offering discounted airline tickets for anyone who would like to make the trip with the team. For more information call 609/530-1138.

Frenchman **Cyril Esquirol**, winner of this year's Gilles Lalay Classic, is the latest name to be added to the Nevada Rally entry list. Esquirol will ride a Husqvarna 610 four-stroke, and joins the likes of former Paris-Dakar winner **Stephane Peterhansel**, last year's Nevada Rally winner **Alain Olivier**, former Incas Rally winner **Fabrizio Meoni**, Germans **Herbert Schek** and **Jurgen Mayer** and Frenchman **Thierry Magnaldi**. Peterhansel will ride a Sonauto Yamaha, and will be joined in the race by Sonauto owner **Jean-Claude Olivier**. Meoni will ride a Honda prepared by XR's Only.

Word has it that FMF is preparing to launch a two-rider squad to contest the 250cc MX GP series in 1995. "They will both be contenders," said European agent Dave Grant. "They will ride Yamahas - and one of them could be racing at this year's final round (Gaildorf, Germany, September 4)." No confirmation has been made on who the two riders will be, though the name of **Jeff Matiasevich** has popped up in some rumors. FMF is attempting to expand the company's European sales, and is also planning to field a "Euro" squad for the Baja 1000, consisting of **Davide Trolli, Danny LaPorte** and possibly **Alain Olivier**.

As previously reported, **Kevin Windham** has signed a letter of intent with Yamaha, though he will give Kawasaki the chance to exercise their right of first refusal. Windham recently suffered a

Three Americans through to World Speedway Final



Sam Ermolenko (right) will have the opportunity to defend his World Individual Speedway Championship in Vojens, Denmark, on August 20, after qualifying at the World Championship Semifinal at Prague, in the Czech Republic, on July 10. Ermolenko didn't win the event, however. As expected, Poland's Tomasz Gollob rose to the occasion and scored 14 points for a popular victory in front of the adoring Czechs, and Sweden's Tony Rickardsson scored 12 points to finish second. Denmark's Jan Staechman and Tommy Knudsen, Ermolenko, and Sweden's Stephen Danno tied with 11; Staechman topped Ermolenko, Danno and Knudsen for third place. The final qualifiers were New Zealand's Jason Crump and American Greg Hancock with nine and eight points, respectively. American Billy Hamill failed to qualify at Prague after scoring eight points and losing out to Hancock in a run-off for the final qualifying spot, but Hamill will be first reserve at Vojens.

At the second World Championship Semifinal, held in Bradford, England on the same day, British rider Mark Loram also scored 14 points to top Denmark's Hans Nielsen with 13 and Sweden's Henrik Gustafsson with 12. American Josh Larsen finished a strong fourth, scoring 11 points to tie Germany's Marvyn Cox. England's Chris Louis scored nine points, while Poland's Piotr Swist and Australian Craig Boyce took the last spots to the World Final with eight points each. Polish rider Roman Jankowski scored seven points to earn the second reserve position at Vojens.

Absent from the World Championship Semifinals was 1990 World Champion Per Jonsson of Sweden. Jonsson had qualified for the World Semifinal in Bradford but suffered a horrible crash at a league race in Poland two weeks earlier that has left him paralyzed. Considered one of the safest riders in international speedway, Jonsson was forced to lay his bike down as part of a three-man accident when he was struck in the back by a competitor's motorcycle, breaking his fourth and fifth thoracic vertebrae and damaging the spinal cord. Jonsson underwent emergency surgery in Sweden where latest reports indicated that he still has no feeling from the chest down.

slight setback when he sliced his right index finger under the nail. The cause of the injury? The propeller of a remote-control airplane. Windham should be back in action for the Amateur Nationals at Loretta Lynn's and Ponca City.

Fuel tests carried out at the Belgian 250cc MX GP, held June 12 in Lommel, have revealed that British rider **Paul Cooper** was not in accordance with the FIM Motocross Technical Rules. According to the tests, Cooper's fuel contained too much lead. Cooper will have the chance to carry out a counter-test before a judgement is made by the International Jury.

The **Third Annual Mikuni Calendar Motorcycle Show** will be held on Sunday, July 24 at the Museum of Flying at the Santa Monica airport in Santa Monica, California. The show will run from 10:00 a.m. to 5:00 p.m. and will feature performance seminars, calendar race bikes, custom and high-performance new products, and what promoters are billing as "the biggest custom and sport bike show in Los Angeles." For more information call 310/392-8822.

The **ESPN** broadcast schedule of the **1994 AMA Grand National Dirt Track Series** has been revised and will now begin on August 12 with the first of 10 delayed one-hour broadcasts. With one exception, the shows will air on weekdays at 1:00 a.m. Eastern and 10:00 p.m. Pacific time. One broadcast, the I-96 National from Lake Odessa, Michigan, will air during primetime in the East. The first show in the series will be the DuQuoin Mile which will air on Thursday, August 11 at 10:00 p.m. in the West, and Friday, August 12 at 1:00 a.m. in the East.

The 1994 AMA Grand National Dirt Track Series will conclude with a doubleheader on October 16 at the **Del Mar Fairgrounds** in Del Mar, California. Due to a schedule revision for the Harley-Davidson 883 Dirt Track Series, the mile dirt track at Del Mar will now host the final event of that series on the same program as the Grand National finale. The Harley-Davidson 883 round originally scheduled to run in conjunction with the Grand National event in Denver, Colorado, has been switched to Del Mar.

Tiny Godel, 58, died after a bout with cancer at his home in Woodland, Washington, on July 7. Godel was a longtime mechanic for racers such as Randy Scott and Brad Hurst in the Northwest, and he was presented an award at last year's AMA Grand National Championship round at the Castle Rock TT for his dedication to the sport.

Ron Commo, Jr. won the opening two rounds of the Canadian Trials Championship on July 2-3 in Rivere Du Loup, Quebec, Canada. Como beat the competition at the two rounds by 27 and 64 points, respectively.

The sports marketing department of the **R.J. Reynolds Tobacco Company** - Sports Marketing Enterprises (SME) - will soon begin handling sports marketing programs for other companies. "We are happy that other corporate clients now can enjoy the many benefits that our sports marketing department provides Reynolds Tobacco," said James C. Schroer, RJR vice president of sales and marketing. "This does not signal a reduction in our own sports marketing efforts. We remain committed in that regard. We simply now will make our expertise, derived from three decades in the field, available to others." The department will be headed by **T. Wayne Robertson**, who was named president.

While there is still no word on the American team selection for the MX des Nations, several European squads have been announced. The French team will consist of **Mickael Pichon** on a Honda 125, **Frederic Bolley** on a Yamaha 250, and **Yves Demaria** on a Honda 500. Demaria normally rides a 250, but was the obvious choice for the 500cc division since Yamaha doesn't make an open bike. For Belgium, **Werner Dewit** will ride a Suzuki 125, **Marnicq Bervoets** will race a Suzuki 250, and **Stefan Everts** will be aboard a Kawasaki 500. Again, Everts will be unfamiliar on the 500, but was the logical choice since Suzuki does not manufacture an open bike. The British squad will consist of **Mervyn Anstie** on a 500, **James Dobb** on a Kawasaki 125 and either **Kurt Nicoll** or **Rob Herring** on a 250. Dobb has been racing in the States this season, for Team SplitFire/Hot Wheels/Kawasaki .

Former 250cc World MX Champion **Alessandro Puzar** announced his retirement following the June 26 Czech GP. The Italian was out of the top 15 in the point standings after the GP, and will thus not earn FIM-expense-paid trips to the American, Venezuelan and Japanese GPs. Puzar was champ in 1990, and will likely try his hand at road racing or car rallies.

Former two-time World Speedway Champion **Bruce Penhall** and former World Speedway Pairs Champion **Dennis Sigalos** piloted their Ocean Spray Scarab Special to its second victory in as many outings at the Sarasota/Wellcraft Regatta offshore powerboat National in Sarasota, Florida, on June 5. Penhall and Sigalos competed with 100 other boats in front of over 300,000 spectators, placing first in the D class and an unofficial fifth overall. Penhall and Sigalos had scored their first victory on the boat's maiden voyage at the Dana Point Challenge regional race on June 5. The pair will be gunning to make it three in a row at the Boston Harbor Thunderfest in Boston, Massachusetts, on July 30th.

Perris Speedway will be reopening under the direction of **Scott Bell**, cousin of 1980 AMA Supercross Champion Mike Bell, and **Bill Manley**, father of former motocross racer Brian Manley. Speedway motorcycle racing will resume at Perris on Saturday, July 30, and continue on Saturday, August 6, before switching back to its regular Thursday night timeslot through September 29. For more information contact Bell or Manley at (909) 677-2971 or 245-1706.

Tony Gardea, of the **Mickey Thompson Entertainment Group**, is hoping that spectators might have caught on video tape the infamous incident where Suzuki rider **Shane Trittler** and **Damon Huffman** tangled coming off the Super-Jump at the Las Vegas Supercross on June 11. Trittler did a complete somersault and landed on the back of Huffman's seat during the 125cc main event. According to Gardea, the ESPN television crew failed to catch this bizarre incident on camera, and MTEG is offering four free tickets to a 1995 Supercross race to anyone who has captured this moment on their own video camera. For more information call Gardea at 714/254-3001, or send a copy to MTEG, 2000 Gene Autry Way, Suite 305, Anaheim, CA 92806.

The **Ride To Win** fund (RTW), in Richmond, California, is asking for loans of motorhomes and drivers to lodge the American World Trophy and Junior World Trophy team riders at the ISDE in Tulsa, Oklahoma, this September. RTW is hoping that enthusiasts who are planning to attend, spectate or assist the U.S. team might volunteer use of their motorhomes for Trophy Team rider lodging since the closest motels are quite a distance from the race site. According to RTW, these "rolling homes" will gain special access near the Parc Ferme and starting area. Any interested parties can contact USA Trophy Team manager Dave Bertram c/o Cycle Gear at 510/236-7384 9 am-5 pm PDT.

Speaking of the ISDE, **F&L Racing Fuel** will be providing trackside fuel service on the John Zink Ranch at Parc Ferme, but pre-arrangements are encouraged. Teams and/or individual riders who are interested in using this service should contact Bruce Conrad at 310/603-2200 or 310/603-2257 (fax). F&L will also have a "weather station" in their pits. Posted on a blackboard under the gasoline pump several times each day will be the latest true density altitude figures, including barometric pressure, temperature and humidity - items that can be of help when jetting your motorcycle.

According to AMA/D-37's Jeff Miller, D-37 has filed for a permit from the BLM to put on a **point-to-point race** linking California's Johnson Valley OHV with the Stoddard Valley OHV for Thanksgiving Weekend '94. The proposed event is approximately 120 miles long. The final decision on whether or not the race can be held is likely to come in October.

With the **Buell S-2 Thunderbolt** now eligible for competition in the AMA/CCS 750cc Supersport road race class, Buell has posted contingency awards for overall and Top Expert programs. A win in the class on a Thunderbolt will earn its rider $1000, and the contingency awards will be paid back to 10th place ($150). Twin cylinder motorcycles can run unlimited displacement in the class while four-cylinder motorcycles are required to stay under 750cc.

PROMOTED: Joyce Caron-Mercier to vice president of marketing; Susan Gelinas to vice president of guest services; Ted Goddard to vice president of operations; and Bruce Stone to vice president of services, by New Hampshire International Speedway in Loudon, New Hampshire.

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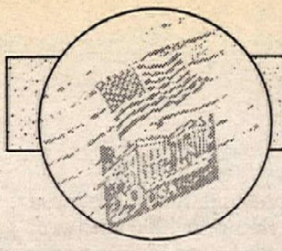

VOICES
Letters to the editor

Kudos to dirt track

I really enjoyed reading about all of my favorite dirt track racers in your June 29th issue (#25). That was awesome.

Every week I anxiously await my Cycle News to read all about the Grand National Dirt Track Series. I'd also like to add something on the DuQuoin Mile - that was the greatest dirt track race I have ever witnessed. The Grand National Series definitely needs the DuQuoin Mile on future schedules. And if it is, I suggest to all motorcycle racing enthusiasts who love good, close, exciting racing to be there. It'll be the best racing you'll ever see.

I'd also like to congratulate Davey Camlin on his first National win.

Jamie Laughlin
Moline, IL

Live TV

I would like to thank *Cycle News* for its part in helping promote live motorcycle racing on TV, as well as its normally great coverage in print. I would also like to publicly thank Daniel Murphy at First Auto Sports Television (FAST) for all the information he has given motorcycle racing enthusiasts, as well as his effort to promote a well-deserving sport.

Motorcycle racing enthusiasts should now take the time to write DORNA to express their desire for better same-day coverage of Grand Prix road racing. We have no one to blame but ourselves if proper race coverage is not provided. Mr. Murphy has presented us with an opportunity to plot our own destiny.

Once again, write to: Dorna Promocion del Deporte, Narchis Monturiol 2-4-6, 08960 Sant Just Desvern, Barcelona, Spain.

Richard Barnes
Lake Helen, FL

Pledge allegiance

For eight years the California Desert Coalition (CDC) has led the charge against the California Desert Closure Act (S21/HR518). Several months ago the CDC hired the prestigious lobbying firm of Fleishman and Hillard (F&H). This was done as a last-ditch effort to stop or significantly change S21.

The effort has met with our wildest expectations. When the Senate took up discussion of the bill, just three weeks after hiring F&H, several of our amendments passed. Even though the bill did pass in the Senate, our presence was felt on "the Hill," and the message was sent that we are here to make a difference.

In the House Natural Resources Committee, Chairman Miller did his best to railroad the bill through his committee. When the full House began consideration of HR518, we were prepared with sponsors for several amendments. After 10 hours of debate, nine amendments had been discussed and voted on. Of the nine amendments, four were technical changes to the wording of the bill, which we supported, and passed. Congressman Thomas introduced an amendment to remove a section of land from wilderness in the Argus range, and that passed. Congressman Hunter introduced two amendments. One was to allow law enforcement to access wilderness by mechanical means for drug and immigration interdiction. The other was to allow the Department of Fish and Game to access wilderness using vehicles to repair wildlife watering improvements. Both amendments passed. Congressman Vento, a powerful anti on the Natural Resource Committee, introduced an amendment to gut Congressman Hunter's Fish and Game amendment. Even though he is a leader in the majority party, his amendment failed.

Unfortunately, our prime amendment, sponsored by Congressman Pombo to allow access on over 200 roads within proposed wilderness, also failed. This amendment was by far the most contentious of the nine discussed, and though it failed, it failed by only 11 votes. Eleven votes, in a House of 435 votes, on one of the most contentious amendments of the bill isn't bad - but we can do better. With the loss of the Pombo amendment, we have no choice but to *kill the bill.*

With Congressman Miller's losses on the Thomas, Hunter and Vento amendments, and a near loss on the Pombo amendment, he was visibly shaken by our ability to persuade votes to our side. It is clear that what we have always said is true: If you take the time to look at the issues, the decision on the merits of the bill is a no-brainer. The more discussion the bill receives, the more votes come our way. This means two things that are good for us. First, there are hours and hours of debate left to be completed on the bill. Of the 43 total amendments to the bill, only nine have been discussed. The rest of the discussion will be worked into the House's busy schedule. The other thing is that the more we talk about this, the more votes we get.

This presents a double-edged sword. The longer we prolong this, the more Congress gets to see the issues, and the better chance we have. But with much of our recent success attributed to the work that Fleishman and Hillard have done, the longer this lasts, the more it costs us. There is just no doubt that our success to this point in getting Democratic votes, has been due to the work F&H have done for us. Our commitment to continue with F&H is for $8000 a month. If we are lucky, we may well need to fund them through October. That means we could need funding for four more months, or $32,000.

Carol Parks
California Desert Coalition
Riverside, CA 92506

The California Desert Coalition accepts weekly and monthly pledges of financial support in the amounts of $5, $10, $25 and $50. Should you make a pledge, free, postage-paid reminder envelopes will be mailed to your house...Editor.

Half-mile blues

I just came back from the Parkersburg and Harrisburg Half Miles. Parkersburg was rough, dusty and there was no passing. It was absolutely no fun to watch. Harrisburg was rough and was a whoever-gets-the-holeshot-wins type of track. I am very disappointed.

After attending the DuQuoin Mile in May and witnessing the absolute best racing I've ever seen, I can honestly say that I'd travel over 1000 miles to see another race at DuQuoin rather than go to one of these crappy half miles - even if they were in my own backyard.

After hearing all the rumors that the AMA is not going to give the IMDA (Illinois Motorcycle Dealers Association) a date for DuQuoin next year because they've already given the dates to the half miles, I am finding myself more and more disenchanted with the AMA. So I guess what I am saying is if DuQuoin is not on the schedule next year, I will only be attending three races: Springfield, Peoria and Indy - three races which are run by top-notch people who have the greatest races in the country.

Larry Michelson
Salem, OH

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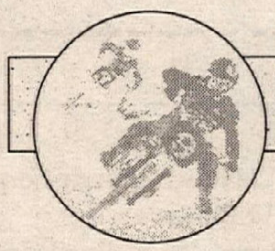

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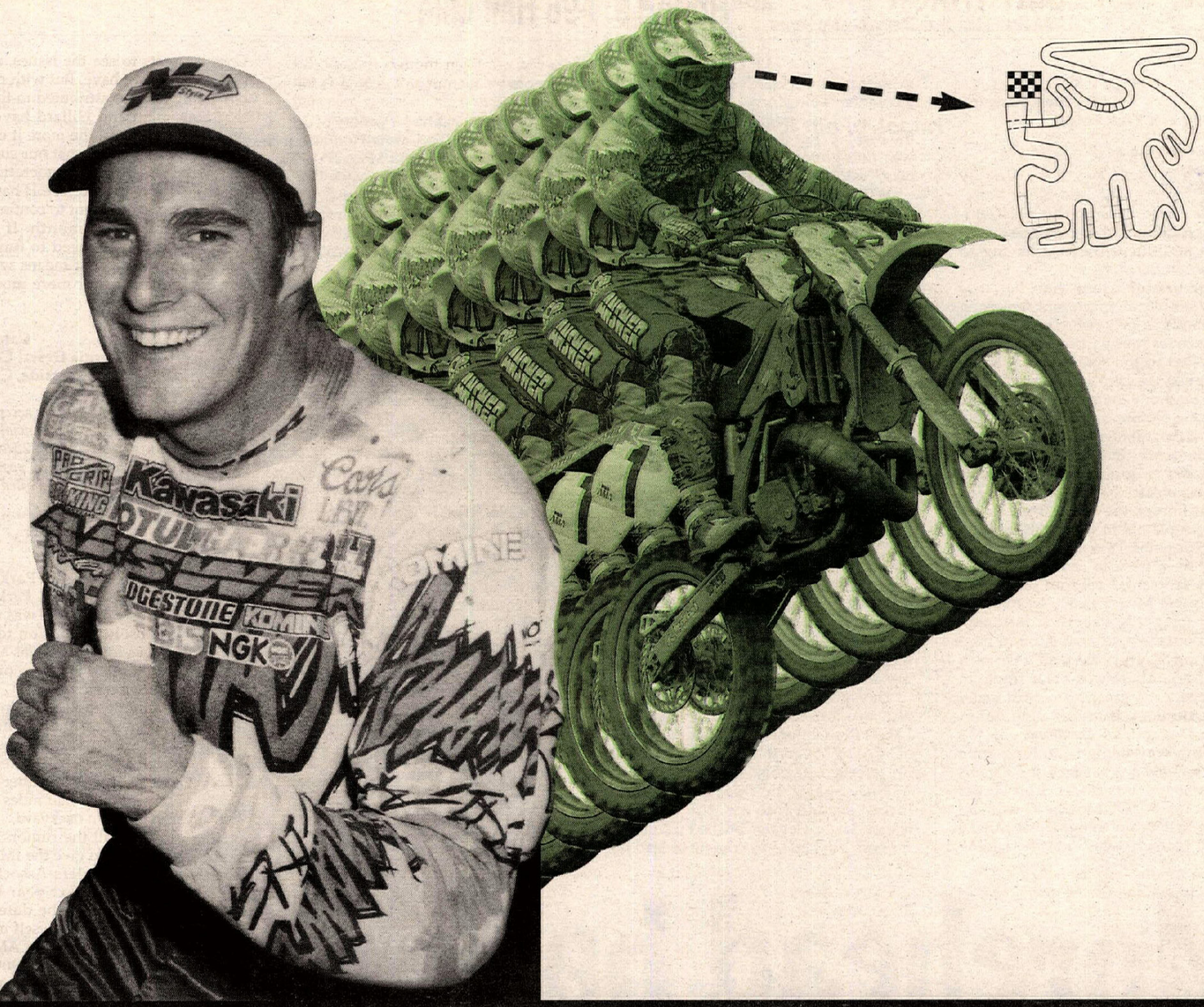
ON THE FRONT COVER

What could be better than a Hawaiian vacation? How about a Hawaiian motorcycling vacation? Turn to page 22 and read about Cycle News' excursion on the garden island of Kauai. Photo by Kit Palmer.



AFTER WINNING AT RED BUD MX, TEAM KAWASAKI'S MIKE LAROCCO AND MIKE KIEDROWSKI HAVE SWEPT 12 STRAIGHT MOTOS, 6 STRAIGHT ROUNDS AND ARE 1-2 IN THE OVERALL STANDINGS. ENOUGH SAID.

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Round 9: I-96 Half Mile

By Dave Hoenig
Photos by Flat Trak Fotos

LAKE ODESSA, MI, JULY 9

"That was worth waiting 20 years for," said Steve Morehead, after notching his 20th-career win in his 20th expert season. "It was just fantastic. I was just having so much fun."

Unfortunately, less than half the capacity crowd of spectators remained in the stands as rain swept across the I-96 Speedway just as the semis were being called to the staging area. Rains had plagued the central Michigan half-mile throughout the preceeding week, and Mother Nature didn't spare the fine facility on the last night of racing.

But the hardy fans who stuck it out were treated to quite a show put on by the Ohio veteran. "I can't say enough about the fine job the AMA, Bruce Bober and his people did in getting these races in. Track owner Tom Batista said we would have a track to race on, and this one was fantastic," said an unusually enthusiastic Morehead. "In over 20 years of doing this, I've never seen anyone spin out the road grader, but it happened tonight. Then the man gave us a perfect track. There was not a ripple in it. I've just got a great team with really positive attitudes. It makes a big difference."

Trailing way behind the long-gone Morehead was a great race for second between new points leader Scott Parker and Will Davis. "Ol' Morehead was just way too fast again tonight. All this 20 stuff - 20 years, 20 wins - next he's going to start growing hair," chided Parker in the winner's circle.

"I thought I might have a chance on the first lap, but then reality set in. Steve was just gone; he never made a mistake," said third-placed Davis.

Without much fanfare, defending Grand National Champion Ricky Graham made his first 750 appearance of 1994. "Ideally, I would have liked to come back on a mile track," said Graham, who competed aboard the familiar Johnny Goad-tuned "high boy" Honda RS750. " I had to get back in the saddle soon, if I was going to at all."

HEATS

Heat one was a dandy, with Honda pilots Larry Pegram and Davis waging war for first place. A & R Racing's Davis took over on lap two, with Pegram right behind on his Undo Honda. With two laps remaining, third-placed Chris Carr pushed Pegram back to Davis' rear, but they finished in that order.

Earlier in the evening, Carr had won the fastest qualifying heat and had his choice of inside or out to start. "I messed up. I won my qualifier from the inside, but normally the best spot is on the groove, so that's where I went. It didn't work. I did gain at the end. We'll make a few changes before the semi," said Carr.

Davey Camlin and Jim Sumner led heat two into turn one, but it was Loral Lake's Ronnie Jones out front at the end of lap one. "Everything is really hooking up, it feels real good," said Jones.

Once again, the third-placed rider forced second into a battle with the leader. Jason Fletcher pushed Camlin at the end, but had to be content to lead his Moroney's teammate Georgie Price into the semis.

The third heat had a variety of action. Rich King put his Garvis Honda out in front of Aaron Hill and Mike Hale. Hale quickly took over second, with Hill and Rodney Farris just off the pace.

On lap two, Farris had a nice scare. "Someone got sideways and forced me off the back straight and down the hill. It's really dark back there and hard to see the edge of the track. When I went over the edge, I just knew I was going to hit a hole or something," said Farris. "I thought, 'Man this is going to hurt.' I got lucky; I went through this big mud puddle, but just got on the gas and came back up onto the track. "

King and Hale pulled safely away while Michigan's favorite son, Jay Springsteen, challenged Hill for third. But then a huge cloud of white smoke erupted from Springer's Barrel's Harley. As the black flag flew on lap three, it was greeted by a collective groan from the crowd. Springsteen held third on lap four over a tight group consisting of Scott Stump, Hill and Kenny Coolbeth Jr..

"I couldn't believe the black flag was for me. I looked back and saw all that smoke and pulled off right away, The oil tank split right down the seam. We've already got the one off the spare bike and we'll be back for the semi," said Springsteen.

Just past the halfway point, the red flag came out when rookie Mike Warner fell hard going into turn three.

As has been the norm this year, the leader paid the price on the restart. "I just lit it up big time," said King.

Hale led Stump, Hill and King around for lap six, then Hale started to pull away. "We've got it dialed in finally. This is my first dirt track win in quite a while and it feels great," said road racer Hale. "I hope I can get a good starting position in the National. Our heat didn't have any time because of the black flag."

King gathered himself back up and moved around Stump's M&M Honda for the last transfer. Farris charged through the field to finish fifth behind Coolbeth.

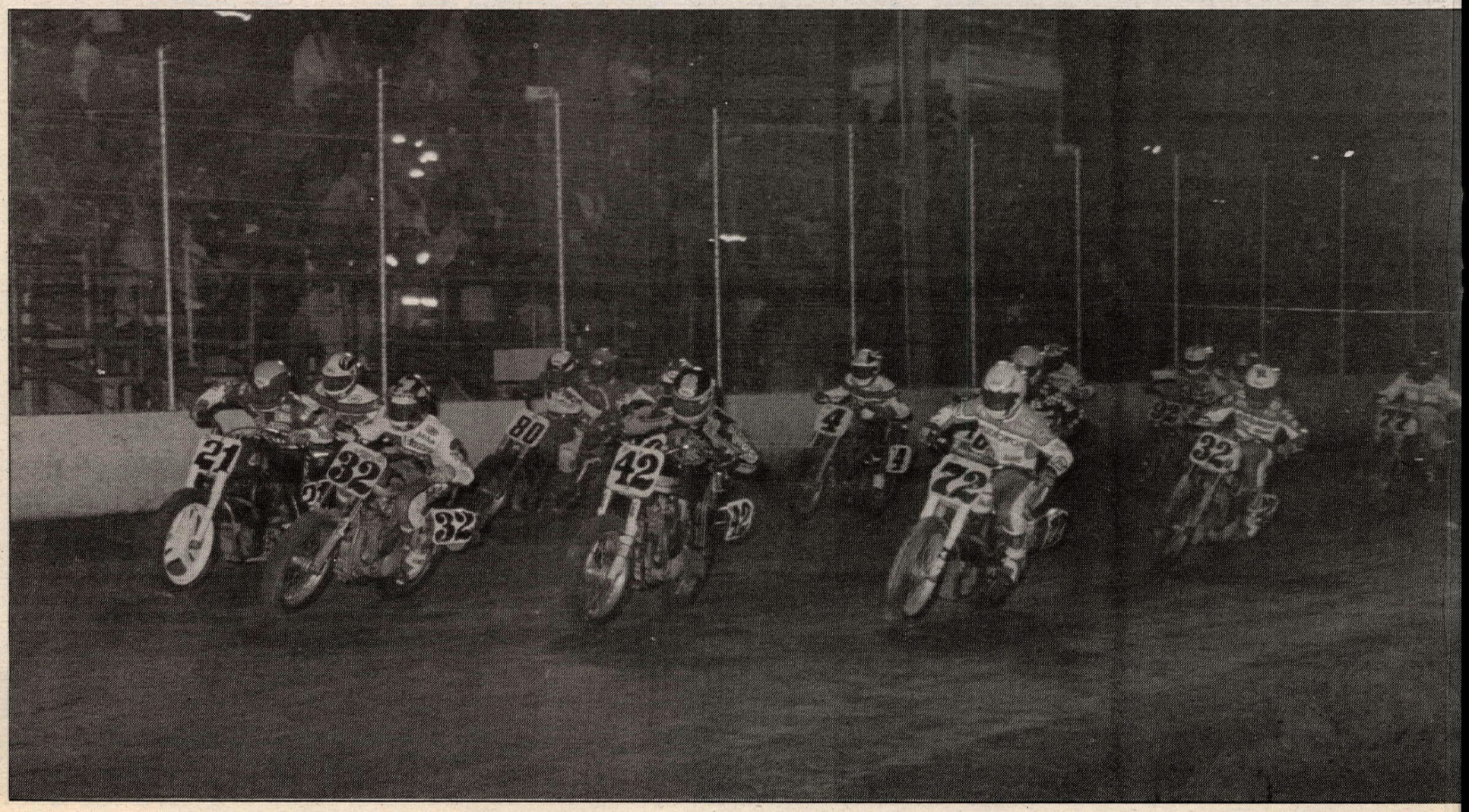
Dan Butler led Morehead and Parker into turn one of the last heat, but it was Parker leading as the crowd cheered at the end of lap one. Morehead held down second until lap three, when Butler roared around. Parker was on a rail out front with Butler settling into a solid second. Suddenly, a small puff of smoke hinted that Butler's machine was done for the night, and on lap seven he saw the black flag. "It was coming out the breather. I don't know why," said Butler as the rains started.

Parker won the fastest heat of the night over Morehead, Geo Roeder II, James Hart, Chris Evans and Graham. Rain began to fall steadily from the skies, and a lengthy delay to repair the track followed.

SEMIS

At 2:10 a.m., the first test riders hit the rejuvenated track. Carr, Graham and Farris pronounced the track fit, and semi one came out for two laps of practice and then got down to business. The second lap of practice saw Graham slide down in turn one, but he was up quickly and ready for the start.

Morehead back on track



Farris led Graham and Price into turn one. Mike's Harley-sponsored Roeder blasted into the lead on lap two as Graham maintained second. On the last lap, Graham made a run at Roeder, but came up just short. Farris moved back around Kevin Varnes to take a close race for the last transfer.

Carr wasted no time taking control of semi two, leading Coolbeth and Andy Tresser into turn one. The Harley-Davidson factory rider rode seven more perfect laps for the fastest semi win. Gardner/Walters Bros. Racing's Coolbeth held off the fast-closing Brett Landes, who put the third Team Undo Honda into the National. Steve Beattie, Hart, Terry Poovey and Greg Sims had a spirited battle over fourth, but all were done for the night. The last semi was a dandy. Stump led Fletcher, Hill and Springsteen into turn one, and kept his Honda up front until lap three. Then Fletcher then took over, and appeared to have things under control, while Stump held down second over Hill, Springsteen and the fast-moving Chris Evans.

By lap five, Evans had pushed his I.M. Leathers-sponsored Harley into second, and on the last lap took the win from Fletcher. Most of the crowd's attention was focused on the battle for the last transfer, with Stump putting crowd-favorite Springsteen in the van.

NATIONAL

Parker picked the groove to start from, with the remainder of the front row filled out, in order, to his left: Davis, Jones, Hale, Morehead and Pegram. Row two stayed in order as well, with Camlin, King, Carr, Evans, Roeder and Coolbeth. The last row was the only one to alter the lineup order. Fletcher and Graham set up on the outside, while Landes was on the pole. Farris and Stump filled the hole in the middle.

Hale was the fastest off the line and led Morehead and Pegram into turn one. Morehead was in first before the lap was over - and for everyone else, it became a race for second. Pegram led the parade of Hale, Davis, Parker, Coolbeth, Jones, Evans, Roeder and Carr. "I started thinking about how much fun I was having and almost ran off the back straight," said Morehead. "I had to keep my concentration. I was hoping I wouldn't have to go any faster. It all just came together. Everything was perfect. It's a dream come true, to win my 20th. I'm just sorry it took so long."

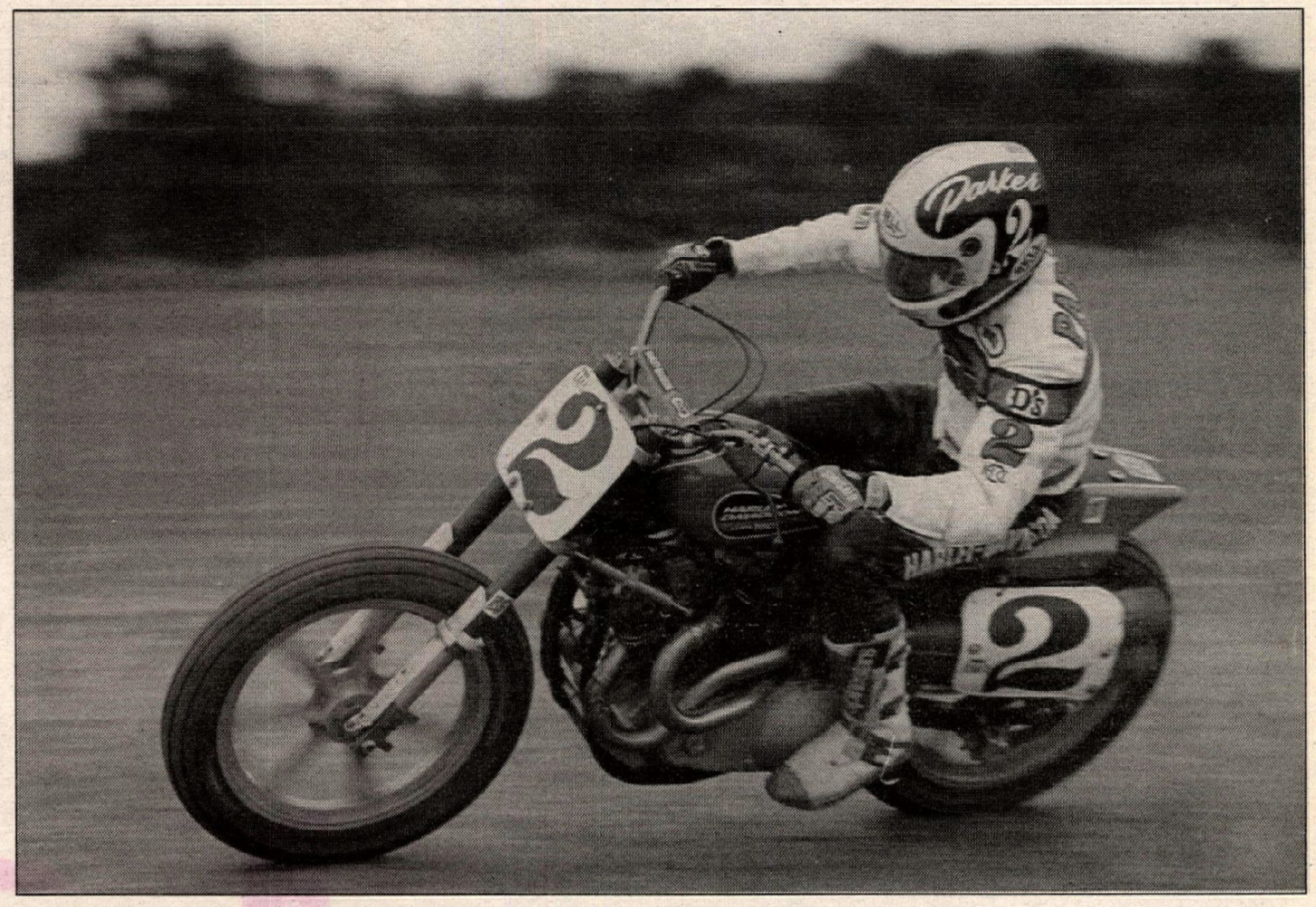
Morehead had first locked up, but behind him it was a madhouse. Pegram held second early on. "Morehead was just too fast. I tried to run up top with Steve a couple of laps, but I couldn't keep the pace. I had to drop back down, then Davis got by, too," said Pegram.

Positions were swapped all around the track, with riders hitting turns three and four wide. Lap four found Davis in second over Hale, Coolbeth, Parker and Pegram. Just one slip would drop a rider five or six places, then just a lap later, someone else would slip and after the running order again.

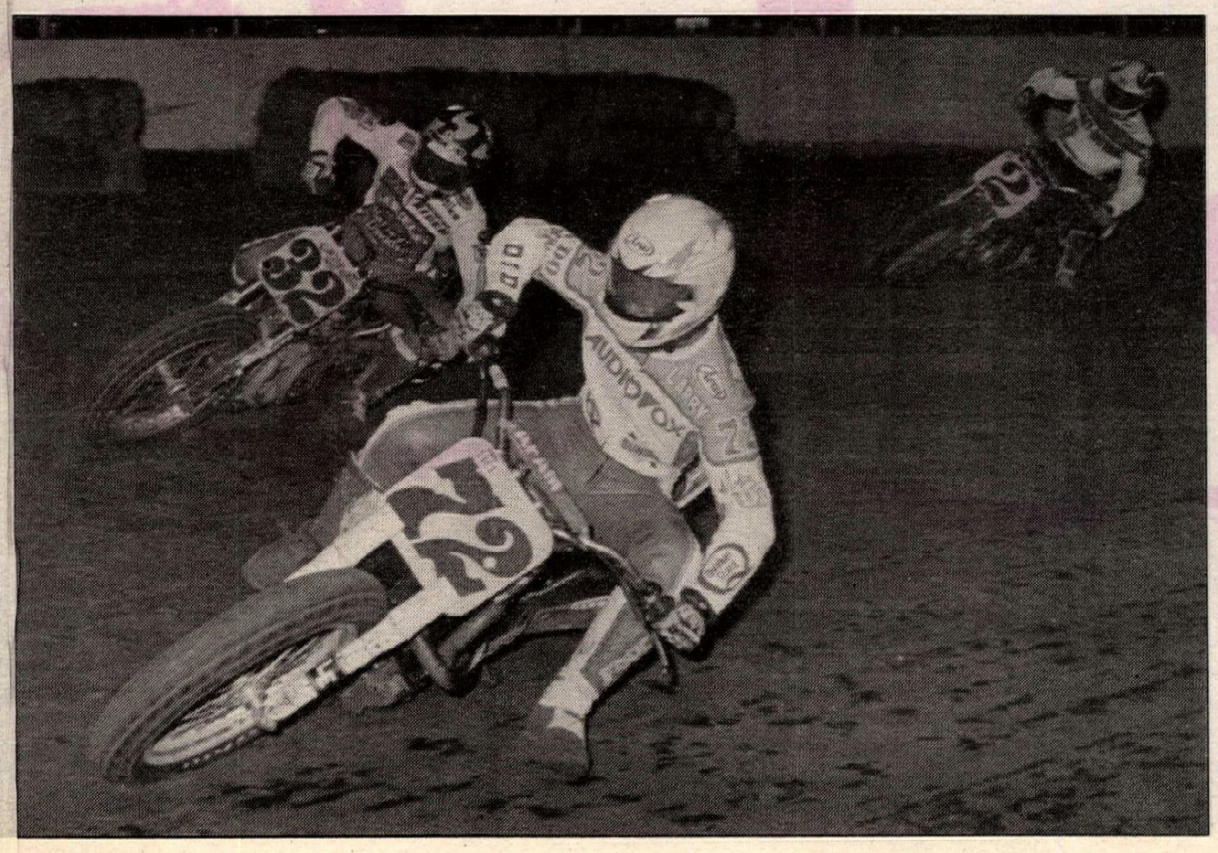
Davis settled into second as Pegram and Parker diced it out for third. At the crossed flags, Parker held third over Pegram, Carr, King, Evans, Coolbeth, Roeder, Hale, Graham, Jones, Farris, Landes, Stump, Camlin and Fletcher.

Parker caught Davis on lap 18 and after stalking him for several laps, finally stormed by. "I just keep pounding away," said Parker. "I ride as hard as I can the whole race, but it all seems to come together late in the race."

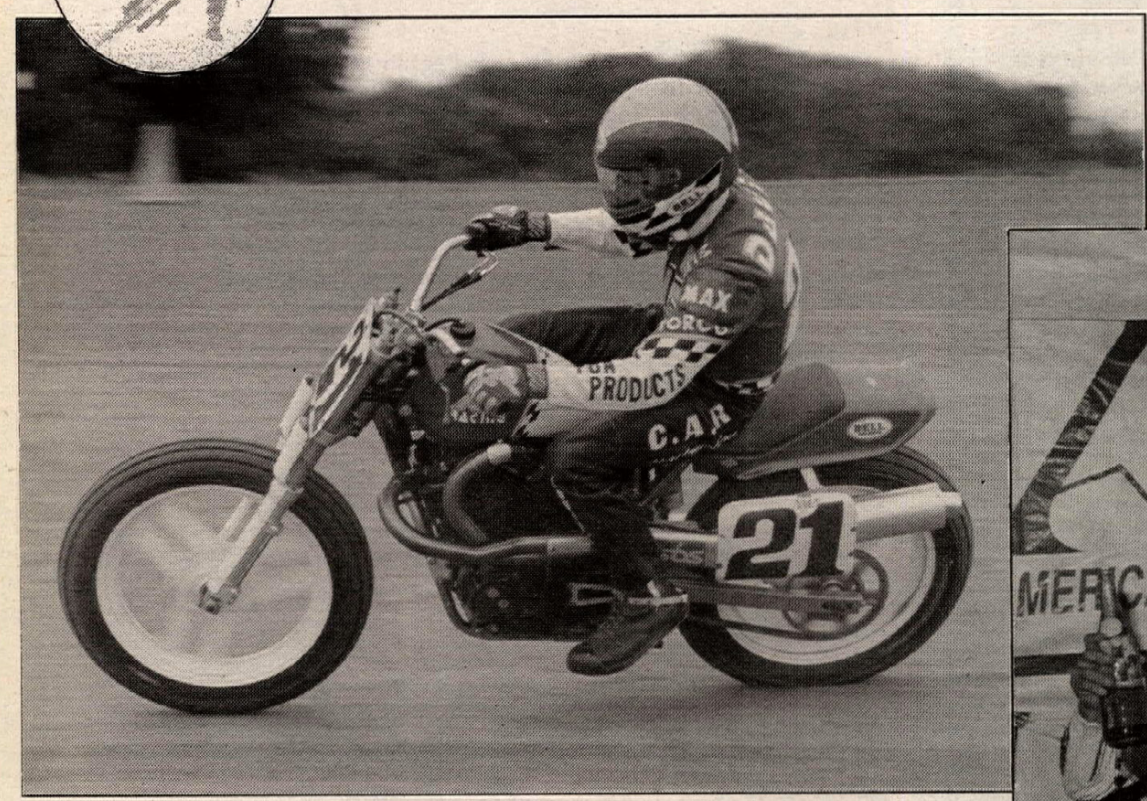
With three laps left, Parker slipped high in tum one. "Scott went high in turn one and I thought I had a shot, but he got a better drive out of two and I never got another chance," said Davis, who ended up third.



(Opposite page) Mike Hale (32) led Will Davis (21), Steve Morehead (42), Larry Pegram (72), Rich King (80) and Chris Carr (4) off the line at the start of the 25-lap National. Morehead took over on lap one and that was all she wrote. (Above) Scott Parker took over the series point lead by finishing a distant second. (Below) Larry Pegram (72) finished fourth, while Mike Hale (32) faded to 14th. Parker (2) passed them both and raced on to second. (Right) Grand National Champion Ricky Graham made his first 750 race appearance of the series and finished ninth.



Round 9: I-96 Half Mile



(Left) Will Davis finished third after a heated battle with Scott Parker. (Below) Will Davis, Steve Morehead and Scott Parker were all smiles in winner's circle. It was Morehead's 20th career win.

Carr and King were cruising in fifth and sixth, while Roeder and Coolbeth exchanged seventh several times.

Graham was dead last early in the race, but climbed into 12th by lap four. "I'm not really race-ready yet. I don't want to go out and try to go too fast and hurt myself or anyone else," said Graham, who would eventually climb to an admirable ninth. Farris got by a fading Evans, and the top 10 were set.

Landes kept up his impressive rides as he made his sixth National. "That was really fast. Everyone was really fast, but not as fast as Morehead. But even the lap times back where I was were fast," said Landes, who finished 12th.

Two of the heat winners, Jones and

Red B

File photo with professional rider depicted during closed-course event. Do not attempt these maneuvers. Dress properly for your ride with a helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF off-road rider course, please call 1-800-447-4700. Do not drink and ride. It is illegal and dangerous.
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Hale, were not handling the new track conditions well. "I couldn't find anywhere to run. I tried low, and they went around high. I tried to run high, and they went under me," lamented Jones.

"I was up with them for a while, but the bike just wouldn't go where I wanted to go and I couldn't keep up," said Hale. Jones would end up 13th, with Hale in 14th.

Camlin, Fletcher and Stump rounded out the field, and everyone completed the 25-lap National. CN

1-96 Speedway
Lake Odessa, Michigan
Results: July 9, 1994

HEAT I (10 laps; 12 riders, top 2 transfer): 1. Will Davis (Hon); 2. Larry Pegram (Hon); 3. Chris Carr (H-D); 4. Matt Wait (H-D); 5. Robert Knapp (H-D); 6. Andy Tresser (Duc); 7. Dave Kolenda (H-D); 8. Jeff Eklund (H-D); 9. Mike Varnes (H-D); I 0. Rob Gette (H-D); I 1. Dave Hebb (H-D); 12. Scott Buchan (H-D).
Time: 3:47.20.

HEAT 2 (10 laps; 12 riders, top 2 transfer): 1. Ronnie Jones (Hon); 2. Davey Camlin (HD); 3. Jason Fletcher (H-D); 4. Georgie Price (H-D); 5. Greg Sims (H-D); 6. Bret Beyer (H-D); 7. Kevin Varnes (H-D)- 8. Jim Sumner (H-D); 9. Doug O'Boyle (H-D); 10. Harold Dorsey Jr. (Hon); 11. Gordon Schopieray (H-D); 12. Ben Bostrom (H-D).
Time: 3:47.24.

HEAT 3 (10 laps; 12 riders, top 2 transfer): 1. Mike Hale (H-D); 2. Rich King (Hon); 3. Scott Stump (Hon); 4. Kenny Coolbeth Jr. (H-D); 5. Rodney Farris (H-D); 6. Aaron Hill (HD); 7. Terry Poovey (Hon); 8. Steve Aseltine (H-D); 9. Jess Roeder (H-D); 10. Jeff Dietz (H-D); 11. Mike Warner (H-D); 12. Jay Springsteen (H-D).
Time: (No time due to red flag.)

HEAT 4 (10 laps; 12 riders, top 2 transfer): 1. Scott Parker (H-D); 2. Steve Morehead (H-D); 3. Geo Roeder II (H-D); 4. James Hart (H-D); 5. Chris Evans (H-D); 6. Ricky Graham (Hon); 7. Brett Landes (Hon); 8. Les Washbon (H-D); 9. Tommy Colson (H-D), 10. Steve Beattie (H-D); 11. Eric O'Boyle (Tri), 12. Dan Butler (H-D).
Time: 3:46.73.

SEMI 1 (8 laps; 13 riders, top 3 transfer): 1. Geo Roeder II (H-D); 2. Ricky Graham (Hon); 3. Rodney Farris (H-D); 4. Kevin Varnes (H-D); 5. Georgie Price (H-D); 6. Matt Wait (H-D); 7. Tommy Colson (H-D); 8. Steve Aseltine (H-D); 9. Harold Dorsey (Hon); 10. Rob Gette (H-D); 11. Dave Kolenda (H-D); 12. Mike Warner (H-D); 13. Dan Butler (H-D).
Time: 3:06.44.

SEMI 2 (8 laps; 13 riders, top 3 transfer): 1. Chris Carr (H-D); 2. Kenny Coolbeth Jr. (H-D), 3. Brett Landes (H-D); 4. Steve Beattie (H-D); 5. James Hart (H-D); 6. Terry Poovey (Hon); 7. Greg Sims (H-D); 8. Jim Sumner (H-D); 9. Mike Varnes (H-D); 10. Andy Tresser (Duc); 11. Gordon Schopieray (H-D); 12, Jeff Dietz (H-D); 13. Scott Buchan (H-D).
Time: 3:03.73.

SEMI 3 (8 laps; 14 riders, top 3 transfer): 1. Chris Evans (H-D); 2. Jason Fletcher (H-D), 3. Scott Stump (Hon); 4. Jay Springsteen (H-D); 5. Doug O'Boyle (H-D); 6. Aaron Hill (H-D); 7. Robert Knapp (H-D); 8. Jeff Eklund (H-D); 9. Bret Beyer (H-D); 10. Les Washbon (H-D); 11. Ben Bostrom (H-D); 12. Jess Roeder (H-D); 13. Eric O'Boyle (Tri); 14. Dave Hebb (H-D).
Time: 3:05.30.

NATIONAL (2 5 laps; 17 riders): 1. Steve Morehead (H-D); 2. Scott Parker (H-D); 3. Will Davis (Hon); 4. Larry Pegram (Hon); 5. Chris Carr (H-D); 6. Rich King (Hon); 7. Geo Roeder II (H-D); 8. Kenny Coolbeth Jr. (H-D) 9. Ricky Graham (Hon); 10. Rodney Farris (H-D); 11. Chris Evans (H-D); 12. Brett Landes (Hon); 13. Ronnie Jones (Hon); 14. Mike Hale (H-D); 15. Davey Camlin (H-D); 16. Jason Fletcher (H-D); 17. Scott Stump (Hon).
Time: 9:17.08.

AMA GRAND NATIONAL CHAMPIONSHIP SERIES POINT STANDINGS (After 9 of 22 rounds): 1. Scott Parker (122/3 wins); 2. Chris Carr(120/1); 3. Steve Morehead (98/3); 4. Will Davis (81); 5. Rodney Farris (65); 6. Jason Fletcher (51); 7. Aaron Hill (48); 8. Larry Pegram (45/1); 9. Brett Landes (44); 10. Geo Roeder II (H-D); 11. Davey Camlin (39/1); 12. Kevin Atherton (38); 13. Kenny Coolbeth Jr. (37); 14. Terry Poovey (34); 15. Ronnie Jones (28); 16. Rich King (22); 17. Rusty Rogers (20); 18, Billy Herndon (19); 19. Mike Hale (17); 20. (TIE) Scott Stump/Chris Evans (12).

HARLEY-DAVIDSON 883 NATIONAL (Pay-off - no points awarded): 1. Jason Fletcher; 2. Tommy Colson; 3. Matt Wait; 4. Jim Sumner; 5. Scott Stump; 6. Jay Springsteen; 7. James Hart; 8. Bret Beyer; 9. Georgie Price; 10. Steve Aseltine; 11. Rich King; 12. Rob Gette; 13. Doug Beattie; 14. Phil Libhart; 15. Recil Hart; 16. Brent Armbruster; 17. Bryan Villella.

AMA HARLEY-DAVIDSON 883 NATIONAL CHAMPIONSHIP SERIES POINT STANDINGS (After 7 of 15 rounds): 1. Jason Fletcher (128/4); 2. Scott Stump (89/2); 3. Jay Springsteen (74); 4. Steve Aseltine (72/1); 5. James Hart (62); 6. Matt Wait (50); 7. Tommy Colson (37); 8. Doug Beattie (36); 9. Georgie Price (33); 10. (TIE) Rich King/Jess Roeder (27).

Briefly...

With each passing week, **Andy Tresser** and his Ducati experiment continue to show progress. In the eighth qualifying heat, Tresser came from behind to pass **Larry Pegram** to score the duck's first win. "I'd like to know if Larry let me win, or what. We keep making little changes. It's all a slow learning process," said Tresser. "Let him win? Yeah, that's it, I let him win. Really, I thought I had a bigger lead and tried some different lines. It was a mistake, and I shouldn't have done it," said Pegram.

Also in the eighth qualifier, Total Control Racing's **Kevin Atherton** high-sided violently and was transported to the hospital for a check-up. "I don't know what happened. One minute I was going into turn three, the next thing I knew I was back in the pits trying to figure out what I was doing there," said Atherton. "I'm okay. They ran a CAT scan of my head and didn't find anything. I have some swelling in my right arm, the one with the plate in it, but I hope I don't have to sit out any more races. Maybe this will rain out."

Steve Morehead put away another $4500 for winning, while **Scott Parker** collected $2800 for second. A cool $2100 went to **Will Davis**, while fourth-placed **Larry Pegram** settled for $1450.

The **Grand National Championship Series point standings** continue to shift as the top four begin to pull away. **Scott Parker** has finally wrestled the lead from **Chris Carr**, who had been up front since he won the series-opening Daytona Short Track. **Steve Morehead**, meanwhile, chipped a little more from the Harley teammates. **Will Davis** is pulling away from **Rodney Farris**, but is slowly losing ground on the top three. It's Parker with 122, Carr 120, Morehead 98, Davis 81 and Farris 65.

After his ill-fated debut as number one in Florida, **Ricky Graham** returned to the Grand National wars aboard the Team Undo/Johnny Goad Honda. "The pain in my feet kept me from training, and I lost that spark to compete. I really didn't feel like riding. I've fallen into such a rut of not riding, that the only way to overcome it was to just get back on a bike and get that spark back," said Graham, who was definitely a sight for sore eyes. "It felt good, but I've still got a long way to go. I don't know if I can make Hagerstown. I have some business to take care of back home and I don't know about travel arrangements. I definitely plan on making all the rest after that."

Unfortunately, two from the dirt track fraternity ended up in the hospital. While on his way to the races, **Lyle Hebb**, whose son Dave has long been a GNC competitor, suffered a heart attack. Early Sunday morning - just as the National was coming to the line - AMA head clerk **Carol Meiferdt** also had heart problems and had to be transported from the track in an ambulance. Both are in stable condition at Butter-worth hospital in Grand Rapids, Michigan.

Mike Hale was making his last appearance at a Grand National until the August 7 Peoria TT. "I've got road races next week at Mid Ohio, then I'm going to England to a GP to try to make some contacts. Brainerd is after that," said Hale. "I'll be at Peoria, but I have to find a place to ride my 600. The last time I was on it was at last year's TT." Hale finished a close second to winner Chris Carr at last year's Peoria TT, and is regarded by many insiders as the rider with the best chances of dethroning the Prince of Peoria.

Because of the late hour, the **Harley-Davidson 883 National** was cancelled and treated like a rain-out, with the purse paid according to the heat race results. The relatively large 30-rider field was divided into four heats. **Jason Fletcher** topped the fastest heat. **Tommy Colson**, **Matt Wait** and **Jim Sumner** rounded out the heat winners.

Team Yamaha rider Jeff Emig continues his series of wins at the Red Bud National with a July 3rd victory in the 125cc class. This makes his record three triumphs in a row at the Buchanan, Michigan course.

Jeff and his YZ125 grabbed the holeshot in the first moto, eventually crossing the line a full eight seconds ahead of anyone else. After a slow start in the second moto, Jeff passed the other riders at an impressive pace to win in the last three laps.

This latest conquest is proof once again that the hard work and advanced technology that go into the YZ125 pay off in the form of a winning machine - the same winning technology found in the upcoming '95 YZ line.

TEAM YAMAHA

Round 8: Italian Grand Prix

Doohan's simply unstoppable

By Michael Scott
Photos by Gold & Goose

MUGELLO, ITALY, JULY 3

Michael Doohan conquered the heat wave to write his name in the history books at the Italian Grand Prix. In a typical, steadfast ride, the HRC Honda rider held off an almost race-long challenge by Marlboro Yamaha's Luca Cadalora before moving ahead to win for the sixth time in eight races.

It was his fifth win in succession, a feat not achieved since 1972 when Giacomo Agostini won five straight on his MV Agusta. Doohan achieved it at the hottest race since the Malaysian GP, on the hottest day in Italy in 50 years, and in front of a crowd of more than 60,000 at the picturesque 3.25-mile circuit outside Florence, overlooked by the Appenine peaks and wooded hills of Tuscany.

Cadalora was second, after qualifying on pole in a full-scale return to form for both himself and Team Roberts.

Another amazing ride came from Kevin Schwantz, whose broken wrist was as bad as at Assen, and possibly worse. The World Champion's Lucky Strike Suzuki led the first four laps after a dynamite start from the second row, and finished third after Alex Criville had crashed his Honda just in front of him on the last lap.

Ducados Honda's Alberto Puig forced his way through to fourth with a big charge in the closing stages, passing not only fifth-placed Shinichi Itoh's similar Honda, but also sixth-placed Daryl Beattie's Marlboro Yamaha and Alex Barros's fading Lucky Strike Suzuki, which finished seventh. It was Beattie's best finish of his troubled first Yamaha year, but while he shared part of the revival that helped Cadalora, his troubles were not completely over.

The race marked a dramatic return to form for Doug Chandler, until now the also-ran on the Cagiva team. Back on the track where the Salinas, California, resident had the crash last year that put his progress in hiatus, Chandler qualified second, and was looking at a likely rostrum finish when his bike failed with only five laps left. "We never seem to have much luck here," he said ruefully.

Cagiva's day of disappointment was concluded when John Kocinski crashed out of fifth place on the same lap.

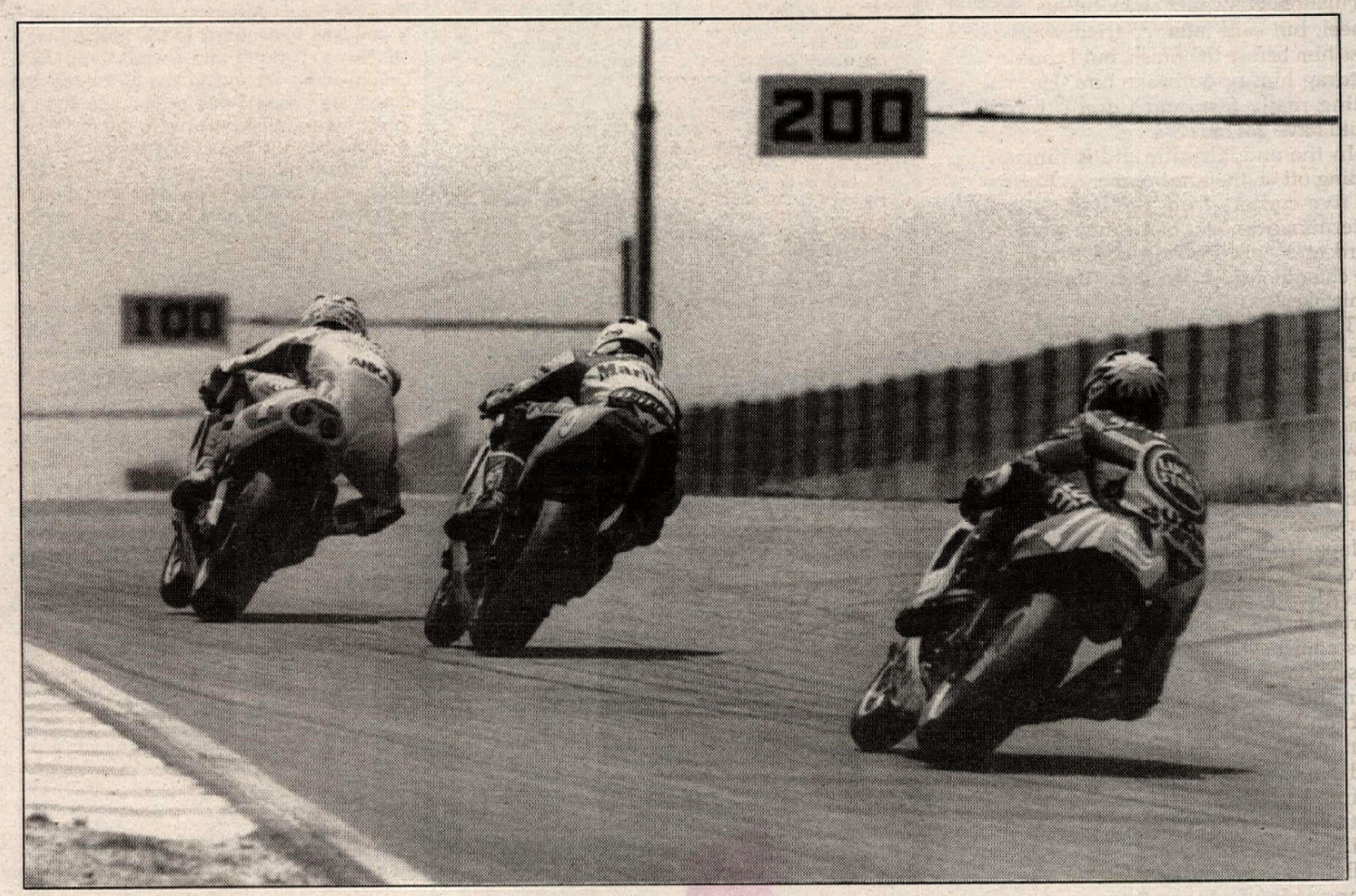
Their problems were symptomatic of an Italian festival that went wrong. Local heroes took pole position in every class, but the best place achieved by an Italian was Cadalora's second, with third-placed 250 Honda rider Loris Capirossi the only other Italian rostrum finisher.

The pole qualifier for the 250cc Grand Prix, Max Biaggi, crashed out of a commanding lead on his Chesterfield Aprilia, while front-runner Doriano Romboni and the HB Honda pulled into the pits in a state of utter exhaustion, collapsing after getting off the bike.

This left a fine first 250cc victory to HB Honda's Ralf Waldmann, after fending off a determined challenge from the much-revived defending World Champion Tetsuya Harada on the Sonauto Yamaha. He had outdistanced old rival Capirossi and his Marlboro Pileri Honda, the Italian opting for safety and the points after his tires went off early in the race.

The pole starter in the 125cc class was wild card and GP first-timer Roberto Locatelli on an Aprilia. But the contest for the top three positions in the race was an all-Japanese affair, with Honda-mounted Noboru Ueda defeating Aprilia's points leader Kazuto Sakata after the latter had twice escaped from near crashes. Honda-mounted Takeshi Tsujimura was third.

The results kept the championship alive in the 250cc class, and made it slightly closer for the 125s. But Doohan's steamroller in the 500cc class will now take some stopping.



Michael Doohan leads Luca Cadalora and Kevin Schwantz in a battle for the lead. Doohan earned his fifth win in a row.

500cc GRAND PRIX

The start was a real surprise, as Schwantz burst off the second row, ricocheting between Barros and Doohan to take an immediate lead - tactics he'd chosen because he knew his wrist would be strong enough to race hard for only part of the race.

"We chose tires we knew would work from the start, and this time the bike got off the line well. It's a newfound tactic we've been working on," he said.

He even pulled away, helped somewhat by the fact that Kocinski was in second for two laps, while Doohan had to work his way through from sixth, finally moving past the Cagiva on the third lap.

At that point, Schwantz was 1.7 seconds ahead, but by the end of lap five Doohan had closed up and dived inside him on the way out of one of the circuit's many S-bends. From then on, the Australian was never headed.

He was, however, severely pressured, with Schwantz hanging on, and more trouble to come.

Pole-starter Cadalora was slow away, finishing lap one in 10th, but he, too, had been relentlessly picking his way through to the delight of the crowd, gaining four places in the second lap alone, and arriving in third on the sixth lap after surging past Criville up the hill.

He quickly closed on Schwantz, passing him at the end of the pit straight as they started lap eight. At this time, he was the only one lapping below the 1:55 mark, with times well below the best during practice in the searing heat. His best lap was his sixth, the fastest lap of the race, and it was half-a-second off the lap record.

He immediately started to attack Doohan, nosing alongside on the straight once, and never more than inches from the Honda's back wheel. Doohan, for his part, withstood the pressure manfully, turning one consistent lap after another; Schwantz, meanwhile, was a close spectator.

The order didn't change, but the tension remained high. Then Schwantz dropped away slightly, and Cadalora tried to up the pace. Doohan was able to respond, in kind, to win the day. "I'd tried to get away but the other two were always there," he explained later.

"When I saw there were five laps to go, I gave it my best shot. I was really happy to see on my lap board that I got an advantage."

At the finish he had stretched it to 5.7 seconds. His best lap was his 21st, when he, too, dipped below 1:55, though short of Cadalora's previous best.

For Cadalora, the last kick was too much. "My bike was running really well and I could stay in the Honda's slipstream. But at the end when he speeded up, it was more than I could do. I'm really happy to be on the podium for the first time since the first race of the year. When the bike feels good, I can ride to my maximum. I hope we can start getting better results from now on."

Schwantz lost a little ground, then a lot, with a gap of 2.4 seconds on lap 16 opening to 10.5 seconds on lap 17. "I had a little misfire that slowed me for half a lap," he said. "I was having some trouble with my wrist going numb, though I was able to rest it on the straight. When I slowed, I thought I'd better just keep going and see who passed me, then see what I could do about that at the end."

In fact, the 17th lap had dealt with two potential challengers. Chandler's Cagiva was closing fast, after he'd worked his way through from eighth on lap one. His progress had been slowed for a long while by Kocinski. "He was fast into the corners, but not so fast through them, which made him hard to pass," Chandler said. Now he could see Schwantz and expected to catch him. Instead, the bike suddenly started vibrating badly. "I thought a crank had gone," he said; though his mechanics later found a loosened cylinder bolt. "It's real frustrating - I thought I could finish on the podium, but we never have any luck here."

The other who would have been glad to attack Schwantz was arch-enemy Kocinski. Instead, he crashed, losing the

ront then the rear and sliding off nhurt. "I don't really know why it happened," he said later. "It was nothing to o with my hand (which was injured in practice crash in Germany)."

This left only Criville in a position to ttack, and he did so, catching and passng Schwantz quite easily on the 19th p as the American took his hand off e bars and shook it to try and restore rculation. Schwantz stuck on his back heel, but said later: "I tried ways to ass him before the finish, but I couldn't utdrag him or outbrake him. He was ding really fast, and I don't think I ould have got him."

In the end, Criville did it himself, iding off on the same corner as Kocinsi, five corners from the flag. "I was etermined to beat Schwantz, to come ird and help Doohan and Honda in e championship," he said. "But I made mistake."

There'd been a lot of action behind in ne of the better 500 races of the year. hile Itoh was riding steadily, and likeise Beattie, in the group that also coined the Cagivas, Barros was up and own. Trying to outbrake Criville on the rst lap, he'd run wide and dropped to th, putting his head down to catch the orks-bike group again within a couple f laps. This had worked his tires too ard, and though he tried again to pass riville, he had to accept defeat and arted dropping back. Meanwhile, Puig as coming hard from behind in the osing laps, his tires obviously better an those of his rivals. He came from th on lap 16 past Barros and Beattie, en made a superhuman effort to catch d pass Itoh on the last lap. Thus he aimed fourth, with Itoh less than a nth behind in fifth, followed by Beattie d Barros.

Behind came Bernard Garcia after a rong if lonely race as top privateer, ith Niall Mackenzie another 13 seconds own, nursing his injured arm and ridg alone throughout. Juan Lopez-Mella as 10th, with Jean Jeandat triumphing ver a good battle with Cristiano Migliati, Bernd Haengelli, Sean Emmett and remy McWilliams, with the latter two ropping out of touch at the finish. Thus cWilliams took the last point.

There were 21 finishers; retirements cluded Briton John Reynolds, who ad crashed in morning warm-up, and - isappointingly - the V-twin Aprilia 400 f Loris Reggiani, which seized again ter less than two laps.

Doohan's points lead is now an mpressive 51, with 186 points to chwantz's 135. Barros and Puig share ird with 90 each, while Kocinski is fth with 87 and Criville sixth with 83.

250cc GRAND PRIX

Romboni burst out of the trap purued by Capirossi, and the pair stretched way to lead the first lap with Harada eading the pursuit. That was until they ot to the pit straight, when Biaggi's prilia simply motored past the Japanse rider's Yamaha and the Italian startd to work on closing in on the leaders.

The black Aprilia was in second on p three, and ahead of Romboni to lead n lap four, already making ground and over fist while Waldmann joined a fierce three-way fight with Romboni nd Capirossi. Harada seemed to lose round behind, bu then caught up again ending a clear message that the World hampion was back.

By lap six, Biaggi was almost two conds clear and apparently in comlete control; likewise after lap seven, hen Romboni pulled into the pits nexpectedly.

"I felt ill before the race and worse after it started," he said later. "I felt sick and I couldn't see properly. I thought it was better to get some medical attention rather than risk blacking out and crashing." In the pit he collapsed, and was stretchered away to recover in the Clinica Mobile.

With Biaggi charging away, the pursuit was getting stretched. Then it all changed on the 10th lap as Biaggi slid to earth on one of the track's many downhill corners, leaping straight to his feet, then kicking up a plume of stones from the gravel-trap in his frustration. "I hit a bump, the forks bottomed and bounced back, and suddenly the front slid away. I don't know why - the tires were perfect," explained Biaggi later.

Now all the pressure was on Waldmann, who had a gap of 2.5 seconds over Capirossi and Harada. He did well to preserve it as Harada slipped ahead of the Italian on lap 12 and was able to concentrate on the man ahead, gradually drawing away from the third-placed Honda. But Waldmann was on top of the situation, and preserved a gap of two seconds to the finish.

"To win my first 250 race over the fast Italians in their own GP is great," he said. "As good as my first-ever GP win. We used a long first gear so I knew I would be slow from the start. But when I saw how much Capirossi was sliding early on, while my tires were still good, I felt I had a chance. My bike was perfect today, but I must also thank (Doriano) Romboni. He has tested a lot here, and he gave me a lot of good advice about gear settings."

Harada couldn't catch the Honda, but was delighted nonetheless with his first good finish of the year. "My bike needs more power, and my hand isn't perfect, but things are coming right, and I'm sure now I will soon start to win races again."

Capirossi was glad to finish well, admitting that he had a lot of tire problems. "When I saw Max (Biaggi) crash, I knew I must be sure to get some points," he said. "It was impossible to hope for better than third."

Unusually for the class, there wasn't an excess of action down the field. Biaggi's Chesterfield teammate Jean-Phillipe Ruggia was fourth, chased all race long by wild card Marcinello Lucchi. He said later: "At last we have found some good top speed."

The next group was disputing sixth in the dice of the race, with Luis d'Antin, Tadayuki Okada, Jean-Michel Bayle and Wilco Zeelenberg (all on Honda NSRs except for Bayle's Aprilia) finishing in that order. It was a good battle, going back and forth, and had good results for d'Antin, but was disappointing for the Japanese rider, who was deep into the same understeer problems that so troubled Biaggi when he also rode the Kanemoto Honda last year. Bayle complained of a lack of acceleration, while Zeelenberg had used up his energy and his tires catching up from a mediocre start, so had nothing left for the final sprint.

(Left) Michael Doohan's victory was his sixth of the eight-race-old series. He now leads defending champ Kevin Schwantz by 51 points, 186-135. (Below) Alex Criville (8) heads a pack consisting of John Kocinski (11), Luca Cadalora (5), Daryl Beattie (3) and Doug Chandler (10). Criville, Kocinski and Chandler failed to make it to the finish.

Carles Checa finally escaped from Adrien Bosshard to claim 10th, some 18 seconds back; then came Andy Preining, Alessandro Gramigni and Patrick van der Goorberg in a tight pack.

Three seconds back was another pair, with Bernd Kassner taking the last point less than a tenth ahead of Jurgen van der Goorberg, who had done well to catch up after being batted across the gravel at the first turn, rejoining in last place.

Biaggi hung on to his title lead, with 128 points to Okada's 125, while Capirossi closed up again with 118. Romboni is next with 93, then Ruggia and Waldmann both with 91.

125cc GRAND PRIX

A race of great excitement and wildly changing fortunes closed the day. Dirk Raudies and his HB Honda led the first two laps from the usual brawl, chased for the first one by surprise pole qualifier Locatelli.

Soon seniority established itself, and disputing the lead with Raudies were Sakata's works Aprilia, the similar machine of Peter Oettl and Ueda's Honda. Locatelli hung on impressively for several laps before dropping back to the larger group close behind, from whence came Tsujimura's Honda to join the front-runners.

Sakata soon started to make a breakaway, and by lap 11 had stretched his lead to an impressive five seconds. Then he had a little slip, but recovered, only to find himself heading across the grass at very high speed on the inside of the second part of the S-bend. He rejoined in fifth, but was severely criticized by both Raudies and Oettl afterwards for careless riding. "I was doing more than 160km/h (100 mph), and I missed him by 10 centimeters (4 inches)," said Oettl.

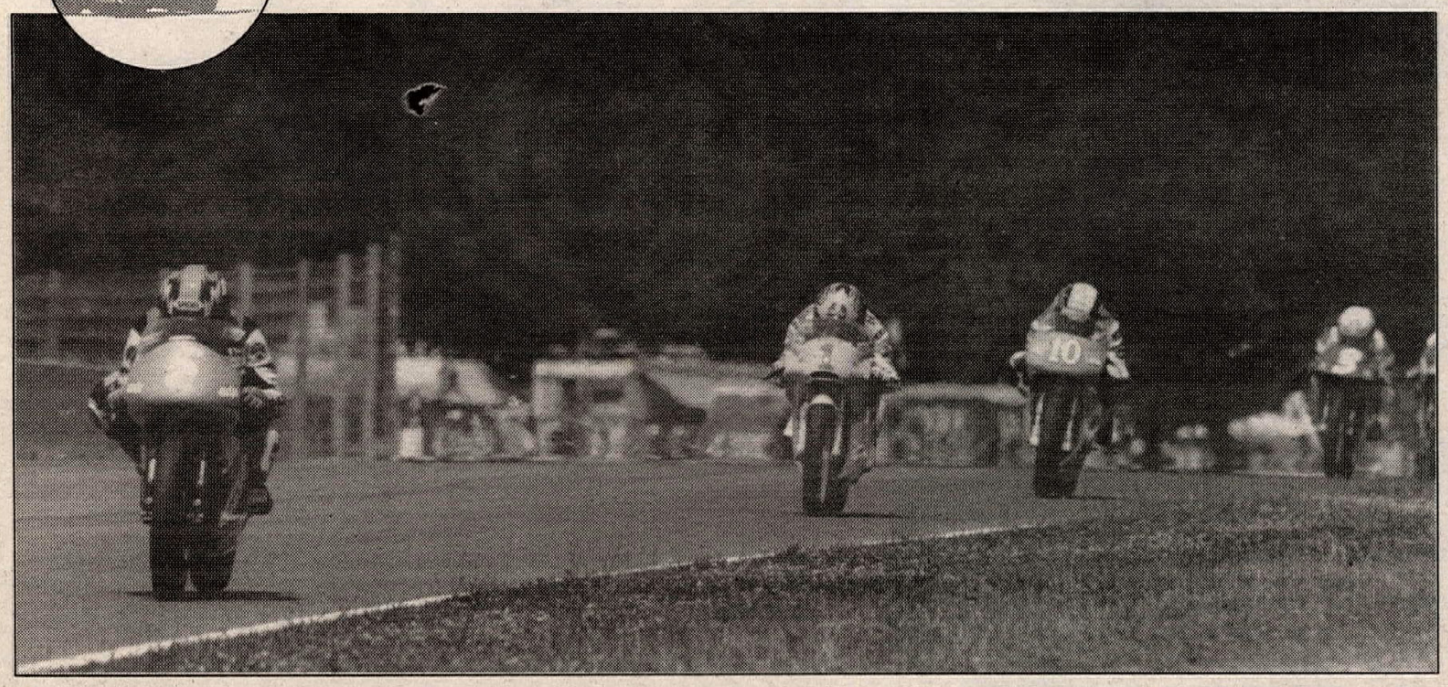
Now Ueda was in front and pulling away slightly; then Raudies took his turn at some off-track work on the 13th lap, dropping from third to an out-of-touch fifth after rough-riding across the gravel. "I'd had three slides already, but I didn't take the warning," he said.

Sakata was riding brilliantly, and picked his way through the group to reclaim second from Tsujimura on lap 15. One lap later he had caught and passed Ueda; then ensued a brilliant battle, the pair inches apart and swapping back and forth.

Ueda was narrowly ahead with less than half-a-lap to the flag when Sakata had his second lucky escape. A slide flicked him half out of the seat, but he managed to stay wheels down. But it was enough to give Ueda his second win of the season by 3.4 seconds. Tsujimura was third, another five seconds down, pipping Oettl by less than a tenth. Raudies was a lone fifth.

Sakata's points lead shrunk slightly while Ueda moved into second, 154-102.

Round 8: Italian Grand Prix



Noboru Ueda (5) was victorious in the 125cc race. Here, he is pursued by Dirk Raudies (1), Peter Oettl (10) and Takeshi Tsujimura (3).

Oettl has 92, Raudies 91 and Tsujimura 87. CN

Mugello
Mugello, Italy
Results: July 3, 1994

250cc QUALIFYING: 1. Max Biaggi (1:55.856); 2. Ralf Waldmann (1:56.591); 3. Doriano Romboni (1:56.716); 4. Loris Capirossi (1:57.092); 5. Mauro Lucchi (1:57.290); 6. J.P. Ruggia (1:57.600); 7. Tetsuya Harada (1:57.704); 8. Nobuatsu Aoki (1:57.726); 9. Tadayuki Okada (1:57.730); 10. Jean-Michel Bayle (1:57.934); 11. Luis D'Antin (1:58.255); 12. Eskil Suter (1:58.423); 13. Toshihiko Honma (1:58.489); 14. Wilco Zeelenberg (1:48.620); 15. D. Bulega (1:58.906); 16. Andy Preining (1:59.043); 17. Adrien Bosshard (1;59.067); 18. Bernd Kassner (1:59.345); 19. Giuseppe Fiorillo (1:59.371); 20. Carles Checa (1:59.407); 21. J.V.D. Goorberg (2:00.267); 22. Alessandro Gramigni (2:00.402); 23. Noel Ferro (2:00.447); 24. P.V.D. Goorberg (2:00.846); 25. Luis Maurel (2:01.090); 26. Frederic Protat (2:01.125); 27. Adi Stadler (2:01.132); 28. Enrique De Juan (2:01.637); 29. Christian Boudinot (2:01.740); 30. Jose Luis Cardoso (2:02.126); 31. Kristian Kaas (2:02.140); 32. Manuel Hernandez (2:02.214); 33. Alan Patterson (2:03.297); 34. Rodney Fee (2:03.604).

500cc QUALIFYING: 1. Luca Cadalora (153.730/102.935 mph); 2. Doug Chandler (1:43.787); 3. Michael Doohan (1:53.817); 4. Alex Barros (1:54.478); 5. John Kocinski (1:55.026); 6. Alex Criville (1:55.120); 7. Kevin Schwantz (1:55.251); 8. Shinichi Itoh (1:55.375); 9. Alberto Puig (1:55.398); 10. Daryl Beattie (1:55.478); 11. Loris Reggiani (1:55.583); 12. Bernard Garcia (1:56.400); 13. Niall Mackenzie (1:56.603); 14. John Reynolds (1:57.034); 15. Juan Lopez Mella (1:57.270): 16. Jeremy McWilliams (1:57.562); 17. Jean Jeandat (1:58.286); 18. Sean Emmett (1:58.295); 19. Bernard Haeggeli (1:58.389); 20. Cristiano Migliorati (1:59.054); 21. Jean Foray (1:59.444); 22. Julian Miralles (1:59.710); 23. Lucio Pedercini (1:59.922); 24. E. Bastianini (2:00.028); 25. Bruno Bonhuil (2:00.172); 26. Marc Garcia (2:00.246); 27. Andreas Leuthe (2:00.632); 28. Kevin Mitchell (2:01.535); 29. Vittorio Scatola (2:01.830); 30. Cees Doorakkers (2:02.292).

125cc GRAND PRIX: 1. Noburo Ueda (Hon); 2. Kazuto Sakata (Apr); 3. Takeshi Tsujimura (Hon); 4. Peter Oettl (Apr); 5. Dirk Raudies (Hon); 6. Masaki Tokudome (Hon); 7. Jorge Martinez (Yam); 8. T. Manako (Hon); 9. Haruchika Aoki (Hon); 10. Roberto Locetelli (Apr); 11. Oliver Petrucciani (Apr): 12. Loek Bodelier (Hon); 13. Herri Torrontegui (Apr); 14. Akira Saito (Hon); 15. Charlie Giro (Apr); 16. Stefan Prein (Yam); 17. Fausto Gresini (Hon); 18. Emili Alzamora (Hon); 19. Gabriele Debbia (Apr); 20. Manfred Geissler (Apr); 21. Luigi Ancona (Hon); 22. Hans Spaan (Hon); 23. V. Lopez (Hon); 24. Y. Takahashi (Hon); 25. B. Stey (Hon); 26. Hideyuki Nakajiyo (Hon).
Time: 41 min., 25.510 sec.
Distance: 20 laps, 65.03 miles.
Average Speed: 94.2 mph
Margin of Victory: 3.470 sec.
Fastest Lap: Kazuto Sakata, 2:541/95.533 mph, Lap 8.

250cc GRAND PRIX: 1. Ralf Waldmann (Hon); 2. Tetsuya Harada (Yam); 3. Loris Capirossi (Hon); 4. Jean-Philippe Ruggia (Apr); 5. Mauro Lucchi (Apr); 6. Luis D'Antin (hon); 7. Tadayuki Okada (Hon); 8. Jean-Michel Bayle (Apr); 9. Wilco Zeelenberg (Hon); 10. Carles Checa (Hon); 11. Adrien Bosshard (Hon); 12. Andy Preining (Apr); 13. Alessandro Gramigni (Apr); P.V.D. Goorberg (Apr); 15. Bernd Kassner (Apr); J.V.D. Goorberg (Apr); 17. Noel Ferro (Hon); 18. A Stadler (Hon); 19. Luis Maurel (Hon); 20. Frederic Pro (Hon); 21. Kristian Kaas (Yam); 22. Christian Boudi (Apr); 23. Rodney Fee (Hon).
Time: 41 min., 5.128 sec.
Distance: 21 laps, 68.28 miles.
Average Speed: 99.728 mph.
Margin of Victory: 2.060 sec.
Fastest Lap: Max Biaggi, 1:56.102/100.832 mph, Lap 5

500cc GRAND PRIX: 1. Michael Doohan (Hon) Luca Cadalora (Yam); 3. Kevin Schwantz (Suz) Alberto Puig (Hon); 5. Shinichi Itoh (Hon); 6. Da Beattie (Yam); 7. Alex Barros (Suz); 8. Bernard Gar (Yam); 9. Niall Mackenzie (Yam); 10. Juan Lopez M (Yam); 11. Jean Jeandat (Yam); 12. Cristian Miglio (Yam); 13. Bernard Haenggeli (Yam); 14. Sean Emm (Yam); 15. Jeremy McWilliams (Yam); 16. Laur Naveau (Yam); 17. Bruno Bonhuil (Yam): 18. Bastianini (Yam); 19. Jean Foray (Yam); 20. Lu Pedercini (Yam); 21. Cees Doorakkers (Yam).
Time: 44 min., 20.402 sec.
Distance: 23 laps, 74.7 miles.
Average Speed: 101.06 mph
Margin of Victory: 5.784 sec.
Fastest Lap: Luca Cadalora, 1:54.354/102.373 mph, La

125cc WORLD C'SHIP POINT STANDINGS (Aft of 14 rounds): 1. Kazuto Sakata (154/2 wins); 2. Nob Ueda (102/2 wins); 3. Peter Oettl (92); 4. Dirk Rau (91/2 wins); 5. Takeshi Tsujimura (87/1 win); 6. Jo Martinez (70); 7. Garry McCoy (56); 8. Herri Torronte (54); 9. Masaki Tokudome (53); 10. Akira Saito (48); Oliver Petrucciani (44); 12. Loek Bodelier (39); Hideyuki Nakajiyo (34); 15. Oliver Koch (26).

250cc WORLD C'SHIP POINT STANDINGS (Aft of 14 rounds): 1. Max Biaggi (128/2 wins); 2. Taday Okada (125/1 win); 3. Loris Capirossi (118/2 wins) Doriano Romboni (93); 5. (TIE) J.P. Ruggia/ Waldmann (91/1 win each); 7. Luis D'Antin (67) Jean-Michel Bayle (56); 9. Nobuatsu Aoki (53); 10. W Zeelenberg (50): 11. Tetsuya Harada (45); 12. Ca Checa (25); 13. P.V.D. Goorberg (23); 14. (TIE) E Suter/J.V.D. Goorberg (22).

500cc WORLD C'SHIP POINT STANDINGS (Aft of 14 rounds): 1. Michael Doohan (186/6 wins); 2. Ke Schwantz (135/1 win); 3. (TIE) Alex Barros/Albe Puig (90); 5. John Kocinski (87/1 win); 6. Alex Criv (83); 7. Shinichi Itoh (77); 8. Luca Cadalora (73); 9. D Chandler (48); 10. Niall Mackenzie (35); 11. Da Beattie (33); 12. John Reynolds (32); 13. Bernard Ga (31); 14. Juan Lopez Mella (17); 15. Sean Emmett (16).

Cadalora, Chandler surprise

Things changed somewhat in Italy. For the last four races, Kevin Schwantz had been the only person able to challenge Michael Doohan and his Honda, and when the Texan was injured at Assen it seemed Doohan must stand alone. Now the Australian was pushed to third on the grid by rank outsiders Luca Cadalora (right) and Doug Chandler.

To be fair, there were only hundredths in it, and as Doohan said: "I feel as though the whole front row is on pole." But the sudden ascendancy of Cadalora from the doldrums was nonetheless most unexpected. He had been on pole in Japan four races ago, and not on the front row since then.

Cadalora, serenely calm as ever, attributed it to a package of improvements: the new frame working well, ditto for a new batch of Dunlops, and the engine also having woken up from a long sleep because of new cylinders and pipes cooked up by team technical guru Bud Aksland. There were also unconfirmed reports that the team had changed fuel (allegedly Elf, instead of their American Sunoco brew). For Cadalora there was also the fact that his left-hand injury was much better, with the stitches removed. "The only problem was I collapsed on Friday night - I think I must have drunk something too cold." After that, he was ill all night. "Anyway, Dr. Costa put me on a drip before practice, and now I feel fine."

Even greater was the surprise at the performance of Chandler, well off form ever since crashing heavily at Mugello a year ago. Mugello is Cagiva's test track, and Chandler has a lot of miles here, especially in recent weeks. Even so, nobody expected the laid-back American to make such a leap from near the back of the works bikes, and always behind teammate John Kocinski, to be right up with the very fastest. "I don't feel like I'm doing anything different or special. I've run faster times in testing. I think the main thing is there isn't much stop-go here. You keep the speed up, so acceleration is not so important."

With Cadalora at a lap-record 1:53.730, Chandler was some five hundredths slower, and Doohan three hundredths slower than him. In fact, the Australian had been sitting on pole on Friday and most of Saturday, until Cadalora turned a pair of fliers with seven minutes left. Doohan immediately went out to try and beat him, though he denied later the events had been directly connected. "I'd been testing tires for endurance. I'd always planned to put a new rear on at the end and go for a fast time," he said. But while he went faster than before, his third and final fast lap saw him run up against a pair of slow riders, and he was thwarted in stamping any superiority on the session. "It's a long race," he said. "I've been able to pick good tires that I think can last like my tires did last year (when he kept speed while challenger Schwantz faded on the last lap with a chunking rear). The second half of the race will decide the result."

Alex Barros was alongside for his second successive front-row qualifying effort, finally moving up with the fast men following Doohan at the end of the last session. He'd been progressing steadily all weekend, finding the right bike setup. "It's different from Assen. The long corners make it important to have the bike stable when it is leaned over, and we made a lot of geometry changes," he said.

The heat was a problem for everybody, and for the tires, which behaved differently in the afternoon, sliding and chattering more. Kocinski also had his hand problem. "It's not 100 percent, but it's a lot better," he said. He'd been on the front row on the first day of practice, but was knocked to fifth overall on the second day when he only managed a marginal improvement. "I've missed too much practice and testing because of illness and injury," he said. "We tried a different combination of parts, and it didn't work."

Alex Criville ended up a tenth slower, much surprised at the speed of the unexpected inhabitants of the front row; another tenth or so down came Schwantz, who was again forcing himself to overcome pain and weakness to qualify 1.5-seconds off pole. "This track's harder on me than Assen because of the longer turns and because it's not so grippy," he said. "I've changed my style so I don't go so deep and hard into the turns, but try and keep more corner speed. We've altered the bike's geometry, too, to make it more comfortable. But when I get settled, I find I'm riding in my usual way again. I'd like to think the guys in front won't be able to match their practice times in the race and I have a good chance of racing with them. But if they can do those times, I can only watch."

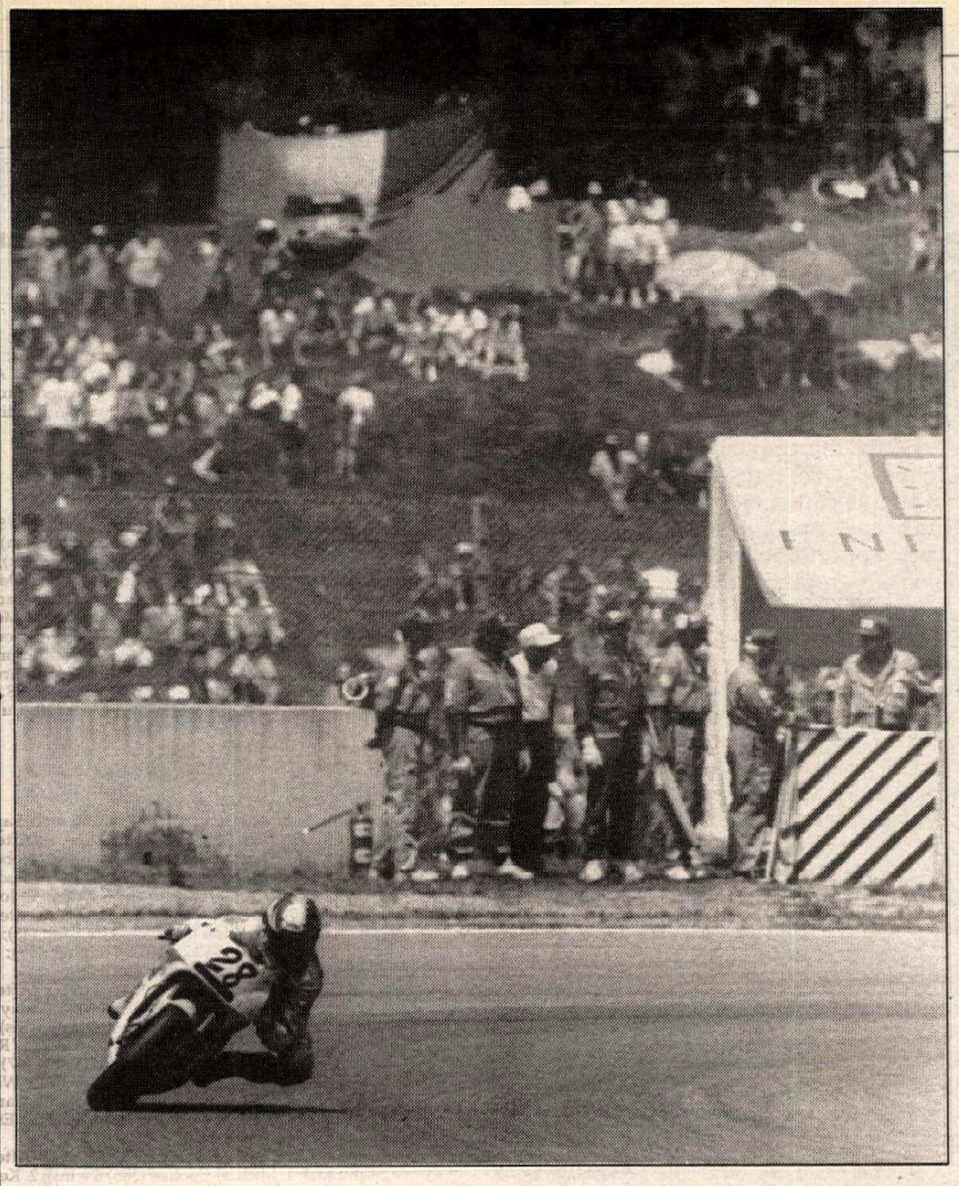
The last man on row two was Shinichi Itoh, still aching after his Assen crash, and hunting for the right suspension combination. "I'm close to what I need, but I'm still not sure which suspension I will run," he said.

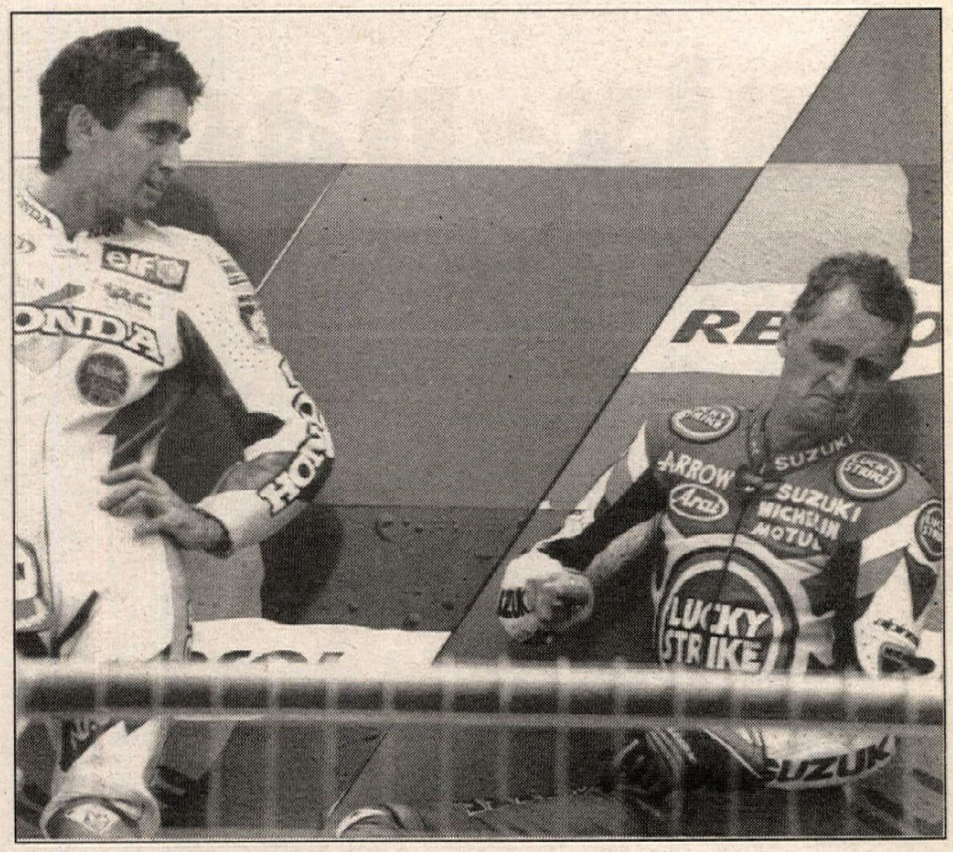
Row two was led by Alberto Puig, a little short of his usual, with Daryl Beattie alongside. Only then came Loris Reggiani's Aprilia - the V-twin 400's usual position but disappointing after he'd been up to sixth-fastest on day one. "We've done such a lot of testing here that the bike almost knows its own way round," he said. "I'd hoped to do better, but we have increased the gap on the private V-fours and got closer to the works bikes. I just need more power now," he said.

There were few upsets in the qualifying order of the 250 class, but a significant upset of the other sort when in the final session, Andy Preining cut across the front wheel of Max Biaggi and sent him tumbling into the gravel. The Italian said later: "My helmet and even my mouth were full of dirt." But he ran back to the pits and improved his existing pole time still further to end up first by almost three quarters of a second. It was only after practice that he realized he had pulled a muscle in his neck, and left the track for treatment.

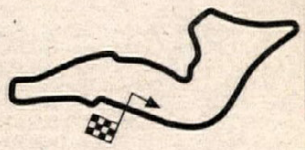
The Aprilia speed advantage over the Honda really seemed to tell at this track where they do so much testing. One year ago Loris Reggiani lost the race to Loris Capirossi by fractions because he was slower down the front straight; this year the positions were significantly reversed.

The only front-row surprise came from Ralf Waldmann, with the former 125 rider fastest on day one, ending up second after cutting almost a second off his time and proving it was no flash in the pan. He dutifully praised his HB mechanics, but another important change was simply due to his riding position. With footrests moved back and clip-ons forward, he was tipped further forward on the bike and not only fitted better behind the fairing, but also felt more comfortable. At this level, such marginal changes can make a crucial difference.





(Left) Ralf Waldmann survived the intense heat to score the win in the 250cc GP. (Above) Winner Michael Doohan (left) and Kevin Schwantz celebrate on the 500cc class podium. Schwantz finished third, riding with a painful broken wrist.



Briefly...

Once again, the name on everybody's lips was that of **Norifume Abe**, teenage sensation of the Japanese GP - and with good reason. News came from Japan on race morning that the Japanese 500 champion had split with sponsors Blue Fox Racing and withdrawn from the Suzuka 8-Hour race. This makes him free to come GP racing sooner rather than later. It was also officially confirmed that his probable destination would be Team Marlboro Rainey. The only question remaining is: when? The Blue Fox announcement came after the seventh round of the Japanese Superbike Championship which has replaced the 500cc series that Abe won in his first attempt last year. Abe was eighth and fourth in the races, and directly afterwards Blue Fox announced that he had asked them if he could leave the team. They acceded to his request, and also withdrew his entry from the 8-Hour. Yamaha, in turn, announced that they knew Rainey was talking with Abe, but that his choice of riders was up to him. Wayne Rainey, at Mugello, confirmed for the first time that he has been negotiating with Abe, but was deliberately noncommittal. "We're just talking," he said. "We have no agreement to do anything specific."

Was there any chance Abe would ride this year? "I wouldn't rule it out, but the signs aren't favorable," **Wayne Rainey** said. If he did come, would he replace Kenny Roberts Junior? "I can't really comment on that," was Rainey's reply. Rainey also confirmed that negotiations were strictly between him and Abe. "Yamaha, Kenny (Roberts) and Marlboro are not involved," he said. The implications are extensive, given the fact that Rainey and Roberts are now effectively in competition both for Marlboro backing and for Abe, and also possibly to get the works 500 Yamahas. The general consensus, after these events, was that Abe will turn up this year, on a Marlboro Rainey Yamaha. Whether this will be a 500 or 250 remains to be seen.

Italian riders made a fine fist of qualifying. There were Italians on pole in all three classes: Luca Cadalora in 500s, Max Biaggi in 250s, and sensational 19-year-old **Roberto Locatelli** in 125s. The youngster from nearby Bergamo, who turned 20 two days after the race, is only in his third year of racing, and his first on a full-race machine after riding production 125s in 1992 and 1993. He is currently contesting the 125cc European championship on an Aprilia backed by Team Italia, the Italian federation's school for young riders. Team Italia has, in the past, thrown up talent including Cadalora and Loris Capirossi.

A sudden improvement in performance from the Team Marlboro Roberts Yamahas was generally attributed to a secret switch to Elf fuel. But **Kenny Roberts** tried to defuse the rumors, embarrassing given their contract with US fuel supplier Sunoco. "We've had Elf fuel for some time - we're always testing different fuels. We've tested with Agip, as well. We also have a new formulation from Sunoco, though I'm not sure if it is here yet, because it has to be shipped from the US by sea. I'm not sure what we're actually using here, but the improvement in performance hasn't come from fuel, but from new cylinders and pipes that were developed by team tuner Bud Aksland and Yamaha." The cans in the garage were all marked Sunoco.

Daryl Beattie will have to wait one more race before he gets the latest Yamaha chassis to replace the Roc fitted to his Team Marlboro Roberts Yamaha - but the Australian was not put out. At Mugello he repeated his comments from Assen: "At the moment, the chassis isn't my major problem. I need to get the motor and the tires working a lot better. I was supposed to get a new chassis here, the same as the one Luca raced in Holland. Now, I will get it in France for the next race. The current chassis doesn't feel too bad, and we have the motor working better here than it has all season."

The wrist injury that is hampering **Kevin Schwantz** seems likely to cast a longer shadow over his title fight than originally feared. The injury was aggravated during the Dutch TT, and treatment at GP medico Dr. Claudio Costa's Bologna clinic in the intervening week before the Italian GP entailed more than mere lazer and electro-therapy. As reported from Holland, in addition to the dislocations, Schwantz fractured two bones in his left hand, and the scaphoid bone - a crucial injury that often takes a long time to heal fully. "My bike development in practice is different from what it would be normally," he said. "I'm trying to make the bike easier to turn and to stable it up. This track is harder than Assen because it has less grip, longer corners and more direction changes." Schwantz led in Assen, finishing an excellent fifth two days after the injury.

125cc title leader **Kazuto Sakata**, the first Japanese rider ever to have a works ride from a European factory, looks set to stay with Aprilia in the 125 class for next year. The factory expects to exercise the option built into his contract, and Sakata, in turn, to put off any plans to go 250 racing.

Other Aprilia news centers on the perennial dissatisfaction of **Jean-Phillipe Ruggia**, who has taken to wondering out loud just how much better the equipment is that his teammate Max Biaggi is getting for his supposedly identical Chesterfield Aprilia. Sources within the team say that the bikes are mainly identical, but admit that Biaggi does get the good stuff first. This was in line with an agreement before the season that whoever was better placed in the championship after three races would be favored if there were any favors to be granted. This put Australia and Malaysia winner Max Biaggi way ahead, and has left the Frenchman (who won at Jerez) even more disgruntled than is his usual habit. One result is to put a question mark over his position with the team for next year. Aprilia is expected to retain the services of Biaggi and the ever-improving Jean-Michel Bayle. The short list of names for Ruggia's replacement includes Doriano Romboni and Tetsuya Harada.

The Italian GP was make or break for **Carlos Giro**, the troubled 125 rider who came close to pulling out earlier this year with "mental problems". At that time, Giro pulled out of the Spanish GP at Jerez before practice was over. Then he did something similar at Assen, pitting after the warm-up lap blaming engine troubles that his mechanics were unable to find. Now his Ducados sponsors have put their foot down, saying the works Aprilia rider must produce a top-10 finish in Italy, or leave the team. In fact, he finished 15th, scoring one point; but given that his team would face a hefty fine from IRTA if they switched riders, this was considered enough for him to keep the job.

Another departure was that of 500cc-class backmarker **Lothar Neukirchner**. The Valvoline-backed rider has failed to qualify three times this year. At Mugello he was again off the pace when a crankshaft failed. The impecunious team borrowed another from Briton Kevin Mitchell, and he was told to run it in for five laps. However, he crashed after only two, and in the subsequent argument was fired. He will be replaced by countryman Evren Bischoff, whose father Hartmut was East German champion seven times, and a noted tuner.

Garry McCoy's finger injury, sustained at Hockenheim when the bone was scraped along the track then covered over by a flap of skin, so that infection was not noticed for 24 hours, was much improved in Italy. "It's still hard to ride but it's much less painful," said the 125 rider. "I think it will recover." Earlier he had feared he might lose the little finger on his right hand.

Kenny Roberts Jr. was a spectator at Mugello, and expects to get back into racing in four weeks - probably after the British GP. "My arm has been healing gradually, but it's strong now, though there is some muscle pain. I haven't ridden a racing bike since Malaysia, where we tested before the season. But I'm confident. I've thought about it a lot, so mentally I'm fit." "Junior" broke his arm in a training crash on a motocross bike before the season, ruining his first full season.

The final date for the **Argentine GP** circuit to be readied is now July 12, when riders' representative Franco Uncini will go to Buenos Aires to inspect the track. A small section needs to be revised to make the last corner before the pits safer, but according to IRTA chief Paul Butler, there is little doubt that it will all be done. "They've done everything else, including resurfacing the whole track, so I don't think they're about to spoil everything by not making this last little alteration. But we have specified it must be completed by July 12. We won't accept promises."

The V-twin Aprilia 400 suffered yet another seizure in the Italian GP, its fourth in four consecutive races after scoring points its first time out in Spain. The unexpected difficulties have not cost **Loris Reggiani** his sense of humor. "I think there should be a special category - then I would be 400cc World champion," he said.

The worst injury victim at Mugello was the ill-starred Yamaha rider **Yoshiako Kato**, whose season has gone downhill since he led the opening laps of the first GP in Australia. The surprise '93 Japanese 125 champion broke his kneecap during practice in Italy, and will probably be out for the rest of the European season, at least. Katoh was a sensational novice in Japan last year. In his first GP season, he crashed in Australia and at almost every other track, except for a 12th-place finish in Austria. "Too much pressure," said a Japanese colleague. Nobuatso Aoki was also hurt, dislocating and fracturing his shoulder in a practice crash. He was expected to be fit in time for the French GP in two weeks.

Round 7: Dutch GP

A six-pack for Strijbos

By Alex Hodgkinson

HALLE, HOLLAND, JULY 3

The battle for the World Championship 125cc MX title heated up in Holland with the top three in the standings completing the day in reverse order so that defending champion Pedro Tragter reduced his deficit on pace-setter Bob Moore to 35 points, while Alessio Chiodi now trails the Californian by just seven.

But none of them won! That honor went to former champion Dave Strijbos, who thus registered the sixth 125cc GP victory in his Dutch homeland in nine attempts spread over 11 years.

And Mikael Pichon? Well, the French wonder kid had slayed 'em in qualifying over the very untypical Dutch track: fast, hard sand with big jumps and a series of king-sized whoops. Then he went out for an inspection lap prior to the first moto - ironically, it was through the whoops, where his supercross skills had brought such dividends - flew over the bars and slammed onto the ground, his right forearm broken and his title dreams gone for '94.

Local sand-riding experts normally decimate the opposition in the Low Countries GPs, but odds were evened out by the combination of the atypical Dutch track and claustrophobic atmospheric conditions which left even the onlookers gasping for air.

Tragter, riding just a few miles from his home in Epse, needed to win this one to keep alive hopes of prolonging his hold on the title. And in the opener, with the holeshot and a runaway, he gave no one else a chance. He was more than 20 seconds ahead at half-distance, while Bader Manneh hung on grimly to second. "I surprised even myself," admitted the resident of San Diego who has always struggled on sandy tracks. It was only in the final 10 minutes that he fell back to sixth.

As everyone else struggled in the sand, the big Dutch names got their act together in the opening race, with Tragter leading former champions John Van den Berk and Dave Strijbos across the finish line in a home 1-2-3 sweep. The title leaders had made life easy for Tragter, enabling him to reduce his points deficit.

"I was away about sixth," explained Moore as he sat in the specially improvised bathtub outside his caravan to cool down between motos. "Chiodi was in more of a hurry than me on that opening lap, came under me and took us both down."

The Italian was first back on his feet, and Moore's initial goal after completing the opening lap in 17th was to pass his closest points rival. And that he did, around half-distance, but not before he had been knocked back down the leaderboard by another wayward Italian. "I had just passed (Simone) Girolami on the outside and he fell over in the turn right on top of me." The second half of the race saw the impressive Yamaha leader advance as far as fifth, just missing Peter Beirer, while Chiodi never got back past eighth.

Tragter must have fancied his chances of a second win as he gated behind Chiodi in race two, but the Dutchman was not as happy in this moto and never seriously threatened the Italian apart from an early push.

But Strijbos - who had also been strong in the opener and advanced to third from an initial 11th - was hot. He passed both title candidates to secure the moto win and his first overall success of the campaign. The deciding second-moto win split the tie with Tragter, who has yet to secure an overall win this summer.

There was little movement through the pack, and it became apparent that dehydration was a problem, but Moore had to race hard for another 11-point haul.

"The motor bogged coming out of the gate, but I was back into the top 15 already on the first lap and passing Marcel Van Drunen when he suddenly veered across me. I guess his front wheel must have found a groove."

From 24th on lap one, Moore had reestablished his lead in the standings by half-distance and got back to fifth, within sight of Massimo Bartolini at the checkered flag, but was not happy as he consulted with Yamaha race chief Gary Benn afterwards. "The motor was bogging off the big jumps all (during the) race," said Moore.

Beirer was once again running among the leaders, in fifth for a third of the race, before getting off big time over the massive tabletop in the woods.

"I landed on my chest on track-marker tires at the following turn and I am coughing blood from my lungs," said Beirer afterwards.

Manneh had challenged early before fading back through the pack, but maintained his sixth place in the standings. CN

(Above) Holland's Dave Strijbos recorded his sixth GP victory on home soil at Halle. The former champ went 3-1 and is now fifth in the World Championship 125cc MX series point standings. (Right) French rider Frederic Vialle gets a little sideways ahead of series points leader Bobby Moore. The Californian went 5-4 at the Dutch GP and saw his points lead shrink to seven over Alessio Chiodi. The Italian finished third overall behind Dutchman Pedro Tragter.

Dutch GP
Halle, Holland
Results: July 3, 1994 (Round 7 of 11)

MOTO 1: 1. Pedro Tragter (Suz); 2. John Van den Berk (Suz); 3. Dave Strijbos (Suz); 4. Peter Beirer (Suz); 5. Bob Moore (Yam); 6. Bader Manneh (Suz); 7. Marcel Van Drunen (Suz); 8. Alessio Chiodi (Hon); 9. Frederic Vialle (Kaw); 10. Massimo Bartolini (TM); 11. Mauro Dal'Lago (Hon); 12. Leon Giesbers (Suz); 13. Alwin Van Asten (Hon); 14. Fabio Balducci (Hon); 15. Eddy Seel (Kaw).

MOTO 2: 1. Strijbos; 2. Chiodi; 3. Tragter; 4. Bartolini; 5. Moore; 6. Giesbers; 7. Dal'Lago; 8. Van Drunen; 9. Vialle; 10. Balducci; 11. Cristian Stevanini (Hon); 12. Juha-Pekka Konttinen (Kaw); 13. Marco Stallmann (Kaw); 14. Manneh; 15. Mikael Maschio (Yam).

O/A: 1. Dave Strijbos (Suz); 2. Pedro Tragter (Suz); 3. Alessio Chiodi (Hon); 4. Bob Moore (Yam); 5. Massimo Bartolini (TM); 6. John Van den Berk (Suz); 7. Marcel Van Drunen (Suz); 8. Leon Giesbers (Suz); 9. Mauro Dal'Lago (Hon); 10. Frederic Vialle (Kaw).

WORLD CHAMPIONSHIP 125cc MX SERIES POINTS STANDINGS (After 7 of 11 rounds): 1. Bob Moore (210/3 wins); 2. Alessio Chiodi (203/2); 3. Pedro Tragter (175); 4. Mikael Pichon (152/1); 5. Dave Strijbos (122/1); 6. Bader Manneh (101); 7. Frederic Vialle (97); 8. Peter Beirer (94); 9. Mauro Dal'Lago (93); 10. Massimo Bartolini (70); 11. Leon Giesbers (70); 12. Mikael Maschio (62); 13. Fabio Balducci (45); 14. Marcel Van Drunen (32); 15. John Van den Berk (30); 16. Alessandro Belometti (30); 17. Charrel Sweebe (23); 18. Remy Van Rees (22); 19. Claudio Federici (22); 20. Alex Bartolini (22).

Upcoming Rounds:
Round 8 - Baldasserona, San Marino, July 17
Round 9 - Golbach, Germany, July 31

World Championship 500cc Motocross Series

Round 9: Portuguese GP

Martens creeps closer

AGUEDA, PORTUGAL, JULY 3

Defending champ Jacky Martens' third victory of the campaign tightened up the battle at the top of the World Championship 500cc leaderboard as the series heads into its final quarter.

The Husqvarna works rider's 37-point haul at Agueda in central Portugal reduced his deficit on pace-setter Marcus Hansson to just four points, while Joel Smets reminded them that he cannot yet be discounted by whipping them both soundly in the second moto.

It was the Swedish Honda rider, Hansson, who holeshot both motos, but he was unlucky to lose the opener through mechanical defect, and simply could not hold the four-strokes later in the day.

Billy Liles headed off Mervyn Anstie for fourth in race two, but just missed a point in the opener when he narrowly failed to catch Christian Burnham in the closing stages. The Georgian remains sixth in the standings. CN

Portuguese GP
Agueda, Portugal
Results: July 3, 1994 (Round 9 of 12)

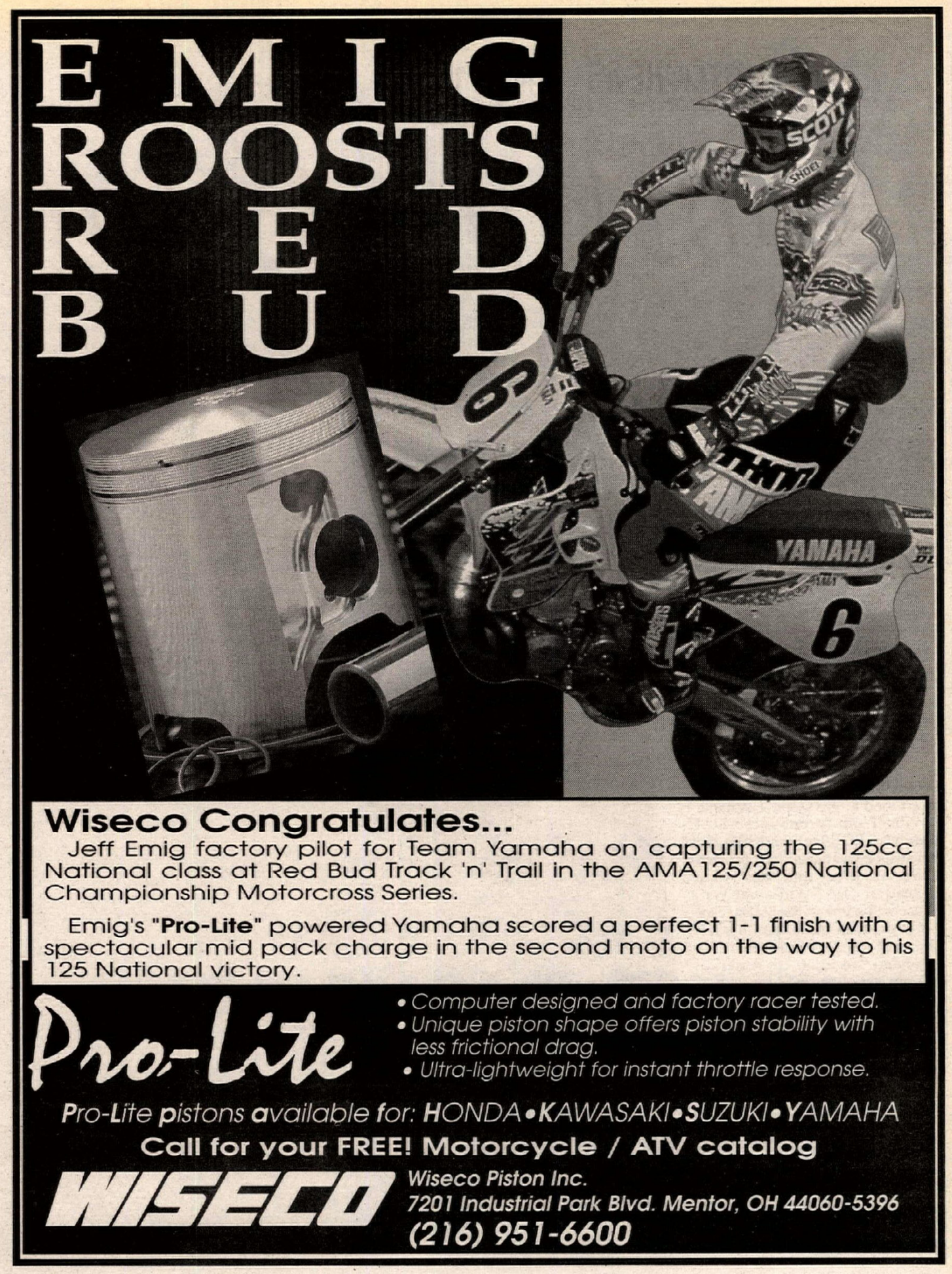
MOTO 1: 1. Jacky Martens (Hus); 2. Ronny Weustenraed (Hon); 3. Marcus Hansson (Hon); 4. Joel Smets (Ver); 5. Danny Theybers (Hon); 6. Gert Jan Van Doorn (Hon); 7. Danny Smith (Kaw); 8. Giovanni Cavatorta (Hon); 9. Peter Dirkx (Hon); 10. Anders Svensson (Hon); 11. Tiziano Peverieri (Hon); 12. Arnost Zemen (Kaw); 13. Marian Duchon (Hon); 14. Franco Rossi (Hon); 15. Christian Burnham (Hon).

MOTO 2: 1. Smets; 2. Martens; 3. Hansson; 4. Billy Liles (Hon); 5. Mervyn Anstie (Hon); 6. Theybers; 7. Van Doorn; 8. Burnham; 9. Cavatorta; 10. Miroslav Kucirek (Kaw); 11. Attilio Pignotti (Hon); 12. Dany Tetelin (Hon); 13. Rossi; 14. Thierry Klutz (Hon); 15. Zemen.

O/A: 1. Jacky Martens (Hus); 2. Joel Smets (Ver); 3. Marcus Hansson (Hon); 4. Danny Theybers (Hon); 5. Gert Jan Van Doorn (Hon); 6. Ronny Weustenraed (Hon); 7. Giovanni Cavatorta (Hon); 8. Billy Liles (Hon); 9. Mervyn Anstie (Hon); 10. Danny Smith (Kaw).

WORLD CHAMPIONSHIP 500cc MX SERIES POINTS STANDINGS (After 9 of 12 rounds): 1. Marcus Hansson (239/2 wins); 2. Jacky Martens (235/3); 3. Joel Smets (220/1); 4. Ronny Weustenraed (146); 5. Gert Jan Van Doorn (132/1); 6. Billy Liles (113/1); 7. Danny Theybers (94); 8. Darryll King (93); 9. Mervyn Anstie (82); 10. Miroslav Kucirek (76); 11. Franco Rossi (75); 12. Peter Dirkx (74); 13. Johan Boonen (61); 14. Carlo Hulsen (53); 15. Rudi Van Leeuwen (52); 16. Georges Jobe (51); 17. Jeremy Whatley (51); 18. Giovanni Cavatorta (47); 19. Siggi Bauer (46); 20. Christian Burnham (38).

Upcoming Rounds:
Round 10 - Folkendange, Luxembourg, July 17
Round 11 - Namur, Belgium, August 7



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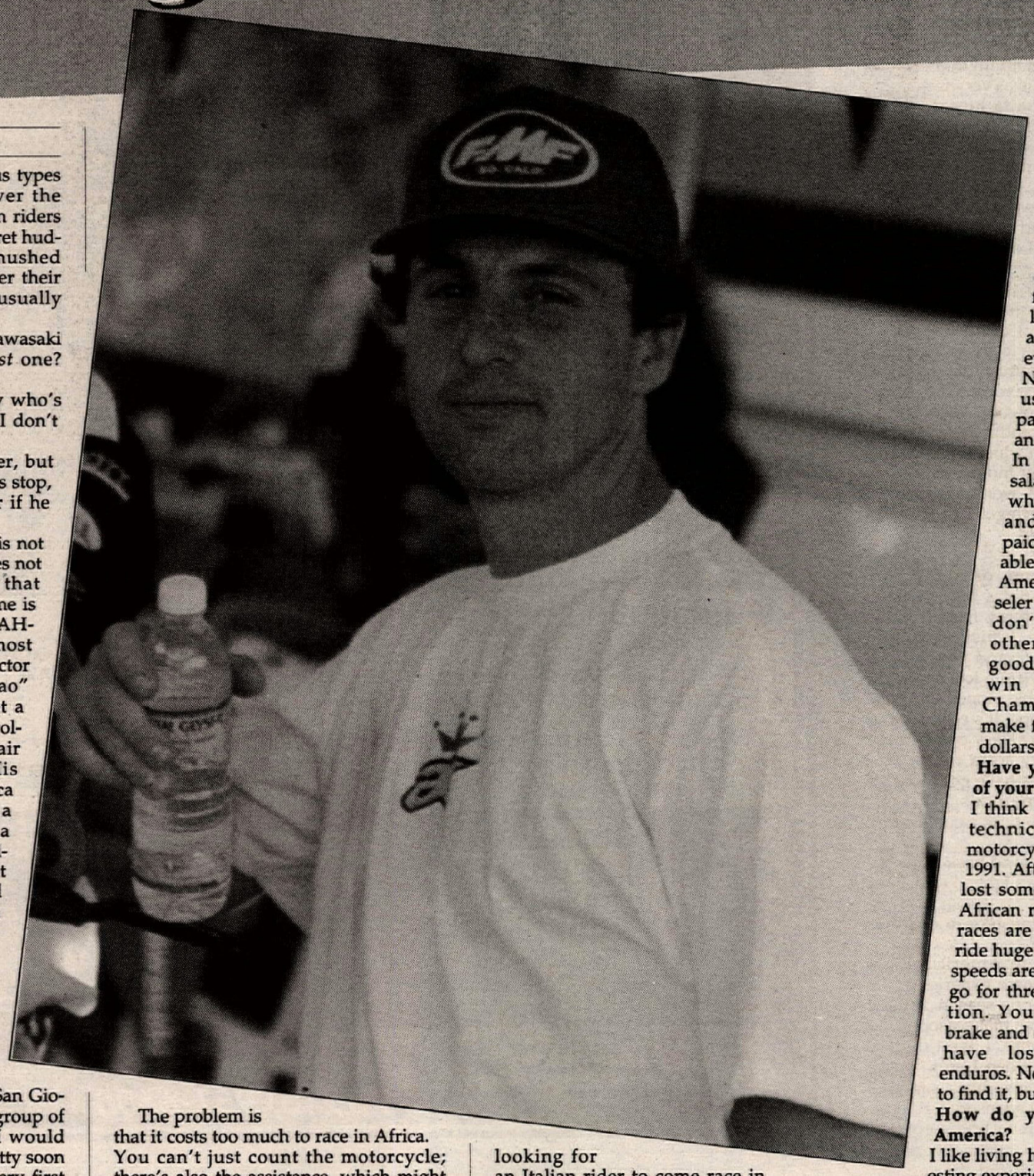
INTERVIEW Davide Trolli

Hooligan's holiday

By Chris Jonnum



Early this season, at various types of off-road races all over the country, the top American riders could be seen holding secret huddles in the pits, speaking in hushed tones and glancing furtively over their shoulders. The conversations usually went something like this:

Rider 1: "Did you see that Kawasaki rider with weird gear? The *fast* one? Who the hell *is* he?"

Rider 2: "You mean the guy who's built like the Incredible Hulk? I don't know."

Rider 3: "I don't know either, but when I said 'Hi' to him at the gas stop, he answered 'Chow.' I wonder if he was hungry."

In fact, the rider in question is not especially large of chest, and does not normally like to consume all that much food at gas stops. His name is Davide Trolli (pronounced DAH-vee-deh TROE-lee), and like most Italians, he wears his chest protector under his jersey and says "Ciao" instead of "Hi." While not yet a household name in the States, Trolli has enjoyed more than his fair share of success overseas. His extended "vacation" in America has not yet rewarded him with a win, but Trolli has been turning a lot of heads, and as the other riders get used to him, those secret huddles are becoming less and less frequent. Trolli is earning a name for himself in the States.

How did you get started in racing motorcycles?

I think that all kids want to ride motorcycles, in Italy and America, too. No one in my family rode, which was strange, because many Italians ride motorcycles. But in Castel San Giovanni, where I live, there was a group of kids who raced motorcycles. I would hang around with them, and pretty soon I started wanting to ride. My very first motorcycle was a trials 50, which I got in '82. I never raced that year, but I got a Fantic 80 in '83 and started to race enduros. I slowly began to improve.

You're almost 27, and you've been very successful in Europe. What made you decide to come and race in America?

I was tired of racing in Europe. I've won Italian Championships, World Championships and international races. In '91 and '92, I got the chance to race in the African rallies for Cagiva. I thought that those races might be my future. But the cigarette companies saw the sport losing popularity and pulled their sponsorships, and many riders were left without a ride. Cagiva was sponsored by Lucky Strike and they had a team of four riders, but after the sponsors left they didn't have enough money for even one. Hardly anyone participated in the African rallies the past few years. Now it seems like some people are starting to compete in those races again, but it will never be like it was before.

The problem is that it costs too much to race in Africa. You can't just count the motorcycle; there's also the assistance, which might include an airplane. The costs are very high. Lucky Strike still sponsors Husqvarna's enduro team, but it costs much less. With the money it takes to support one rider for a season in Africa, they can probably support an enduro team of three or four riders for four years. Cagiva had to find another sponsor like Lucky Strike, and they couldn't find one. They needed someone like Martini, but they were already sponsoring Lancia in the car class. I saw my future disappearing.

I was talking with Franco Acerbis (President of Acerbis Italia and organizer of the Nevada Rally), and he said, "This year, come with me and race in Nevada. He paid for my entry and everything (in '93). I got a good bike from XR's Only. When the rally was finished, Franco saw that the race had gone pretty well for me. He offered me the chance for the next year - this year - to come and race in America. He said, "I'll help you if you want to do it." He was looking for an Italian rider to come race in America. He said: "I make a lot of products in Italy that are used by the Americans. I would also like to have a rider that could tell me how things are going there."

Franco called Bill (Berroth, head of Acerbis USA), and he started checking around to see if any teams would take me. In February, I came to America to talk with Team Green, KTM, ATK and Honda. I was really interested in racing with Honda, because I met Bruce Ogilvie at the Nevada Rally. They were too small, though, and at that point Team Green gave me a very good offer. It was late, so I was very lucky to get the offer. Thanks to Kawasaki, I was able to come to America for my new experience. I was able to come up with a small budget that would let me live in America this year. Alpinestars, Tip Transports and Acerbis all gave me money. I also have a lot of other sponsors that give me parts, but no money.

Do you make less money now than when you were in Italy?

Yes, I hardly make any money now. I use all the money I do make for living expenses. In Italy, I didn't need money for living, because I lived at home. I had a car and a truck, and everything I needed. Now my money is used to pay the rent, pay for my truck, gas, and going to the races. In Europe I had a fixed salary from KTM, plus what I won at the races, and everything was paid for. Some racers are able to make a living in America, like Larry Roeseler and Danny Hamel. I don't know about the others. (In Europe), a good rider, who could win a World Enduro Championship, could make from 30,000 to 50,000 dollars a year.

Have you passed the peak of your career yet?

I think that the peak of my technical ability to ride a motorcycle was in 1990 and 1991. After that, I might have lost something racing in the African rallies, because those races are very different. They ride huge motorcycles, and the speeds are very high. You may go for three days in one direction. You lose the ability to brake and corner. I think I may have lost something for enduros. Now I'm slowly trying to find it, but it is difficult.

How do you like living in America?

I like living here. It is a very interesting experience for me, especially since I have the opportunity to know different people and new ways of life, and maybe learn a little English. The only thing I don't like is that they put too much ice in your water (laughs). I like it because you can buy anything, whenever you want. Gas stations are always open. In Europe you have to wait until they're open. I've met people who were very friendly, and people who weren't quite so friendly, like anywhere in the world.

What made you decide to live in Hesperia (a town in Southern California's high desert)?

Maybe if I was coming here for vacation I would have chosen a different place, nearer to the beach. But I came to America to race motorcycles, and Hesperia gives me the possibility to train. In five minutes you're out in the desert, and you can find whatever you want. It doesn't cost as much to live here as some other places, which lets me save some money. Also, Larry Roeseler and

Ty Davis both live here, and they've helped me a lot. It's worked out well, because I'm able to spend a lot of time at XR's Only. They let me keep my motorcycles there and use all their tools.

When I was in Texas for a reliability enduro, someone broke into the garage at my house and took my Alpinestars mountain bike. It was hard for me to get, and it was stolen after only one week. Plus, I needed it to help me train. They took a lot of parts, gas, tires and riding gear. Luckily, all my motorcycles were at XR's Only. I was very fortunate.

XR's Only is a Honda hop-up shop. Isn't it a problem that you race for Kawasaki?

No. Naturally, they understand that it is difficult for me in America, to find a place to work on my bike. They close one eye and pretend they don't know. It's good, because I pass the day with friends. I talk and have a good time with the people who work there.

What do you like to do for fun?

It's hard, because I'm almost never around. I'm not able to fly to the races, so if there's a race that's far away, I might leave on Tuesday and return Tuesday of the following week. I have to prepare the bike, and maybe I'll leave again on Thursday. I just had my first small break, and my mother and some Italian friends came over and we spent some time in San Diego. I don't have much free time at all.

Do you miss Italy?

Mainly I miss some of my Italian friends, but that's not a big problem, because in this case my friends came over on an airplane. I miss my dogs. I have two huge black and white Great Danes, and I miss them a lot. I miss my street bike. I have a big Honda that I use to tour around Europe. It's not as big as a Gold Wing, but it's very comfortable. It lets me get away from racing. If I wanted to go fast, I'd have gotten a race bike, like Luca Cadalora's, but I just want to have fun, so I got a comfortable motorcycle.

Do you have a girlfriend back in Italy?

I did, but she got mad when I said I was going to America.

How long would you like to continue racing in the States?

I'm happy I came to America. Right now, I'm gaining some experience. I'd like to not do just one season gaining experience, but to use that season to get the chance to do more. I want to do it *right*. For example, when I go to a race like Oregon, it's all new - like a surprise.

I'll try to find the sponsors for another year. It's difficult to find a sponsor that will give you a contract for three years. Naturally, if I find the sponsor, I'll return again next year. I go home in November, after the Baja 1000. I'll spend about a month at my house in Italy, speaking with my Italian sponsors, to see if there is a possibility of getting enough money to pay all my expenses.

What will you do if you aren't able to return to the States next year?

In the typical Italian way, I think about what I'm doing. As for the future, we'll see. That might be a mentality of my country. I don't want to spend energy and time thinking about what I'm *going* to do. At the moment, I only want to race in America and try to do as good as I can. If I'm fortunate, maybe some door will open, and I'll enter it and see what's there.

What types of races have you competed in?

In Europe, I've always done rallies and enduros. Here, I really like grands prix - they're my favorite, even though I'm not that good at them. I did the Tecate Enduro, some reliability enduros,

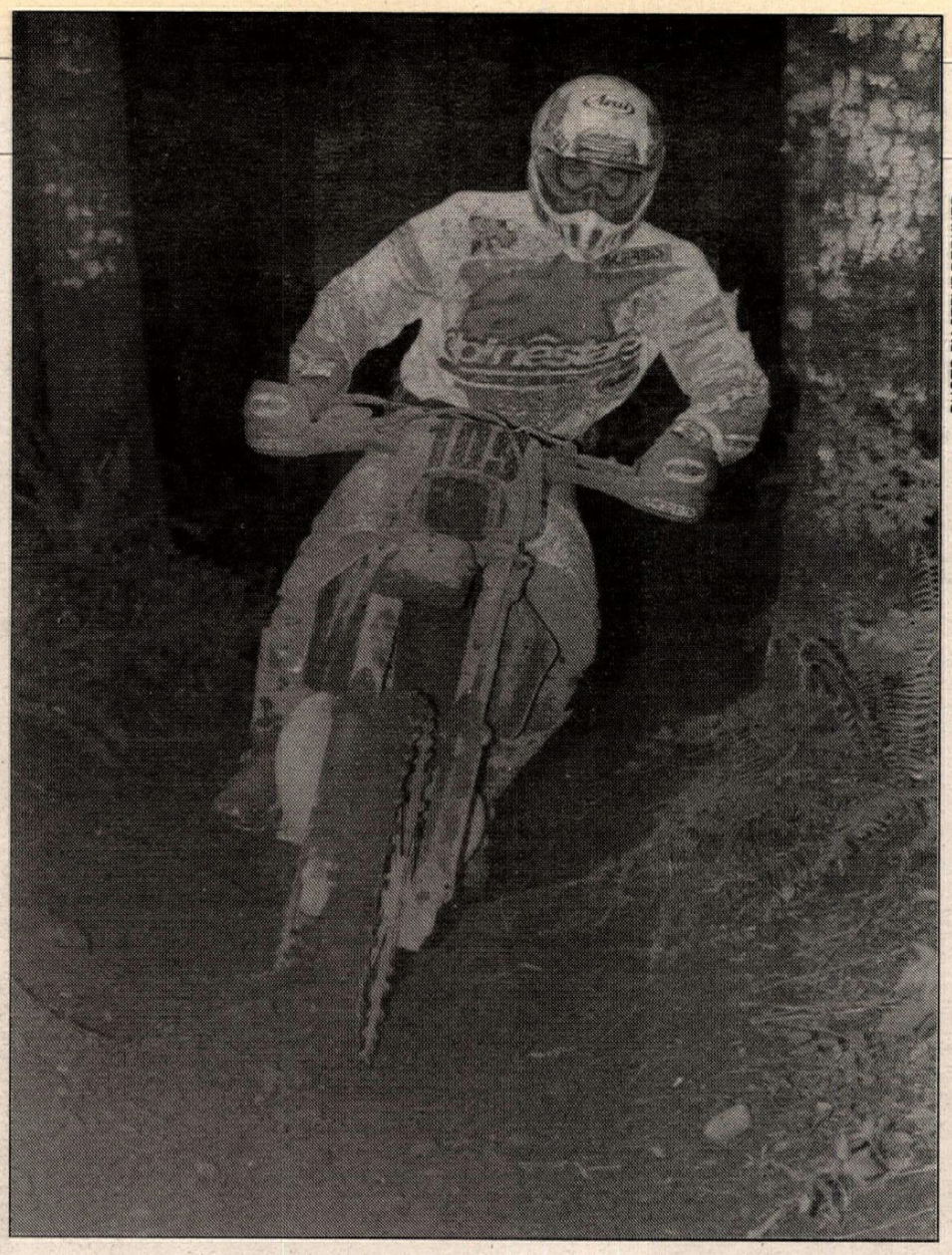


PHOTO BY STEVE BERKNER

National Hare & Hounds, Baja and European scrambles. The most important American races for me are the Baja 500, the Baja 1000 and the Nevada Rally. In the Nevada Rally I'll race the 650 four-stroke (KLX). In the Baja 1000 I'll be on a team made up of Europeans. FMF is organizing a team to make their company better known in Europe. It will be me and Danny LaPorte, and one other rider. LaPorte is an American, but you can almost consider him a European. There's a good chance that the third rider will be Alain Olivier, who rides for Kawasaki in Europe. It might be Edi Orioli, who won Paris-Dakar three times, but he has a contract with Cagiva, which might be a problem. There's a chance that it might be (Thierry) Magnaldi.

How are American races different from those in Europe?

In America, they're called enduros, but they're very different. In Europe, they're much, much more professional. The federation is present at any race you go to in Europe. In America, things are very improvised. In Europe, the safety of the rider is very important. They'll have two or three ambulances, doctors and people who watch over the whole race to keep track of any problems.

In addition to safety and professionalism, the races themselves are also different, because we have shorter special tests. In America they're much longer - three or four times longer. In addition, in America the tests are very narrow. They have only one line. It's difficult to pass or to go fast, because it's not like in a pasture, where you can go a gear higher than someone else. That's very difficult for me, because when I came to America, I went to race in Texas without handguards. I thought, "This is an enduro; in Europe, nobody uses handguards." It didn't take long before I was being killed. Plants, bushes and trees were all hitting my hands. You can't race an enduro in America without handguards.

The Nevada Rally is different from European rallies. In Europe, places like Nevada don't exist. It's a little similar to some Spanish races, but they're much shorter. I think the Nevada Rally is great because it puts the Europeans and the Americans together. It's a great start for teaching the Americans about rallies.

You've been doing well in the States, but you have yet to win a major race here. Are you surprised by the speed of American riders?

I have found a strange thing in America - something that doesn't exist in Europe. The top American riders are truly extremely fast, but on the other hand, the others are much slower. In Europe, you have the slow guys, but you have many more who are pretty good. Maybe they won't win a race, but they're always in 10th. In America, there's either the guys who win every race, or the guys who are really slow. There are a few of the fast ones, and a lot of the slow ones. In Europe the best riders go slower, but there are many more of them.

I think that if the Six Days was set up like the American enduros, the best American riders wouldn't have a problem winning. Naturally, when you use wider special tests where you can choose different lines, like in Europe, they have more of a problem. I've talked a lot with Randy Hawkins, Steve Hatch and a lot of Americans, to find out what the reason was, because when I first started racing in America, I said, "These guys are *fast*. Why aren't they able to win the Six Days? They should be able to win easily - with only one hand." I talked with the riders about it, and we decided that Americans like to enter the turns tight, brake-slide around, and power out. (Illustrating with a pen and a napkin) They make a tight angle and lose all their speed at the apex. In Europe, we enter the turn wider and make a more gradual turn, maybe a gear higher. It's like Doug Polen on his Ducati. They might be in second, and we're in third. The tires don't slip, and we exit at a higher speed. I think that's why our times are better. But if the turn itself is narrow, like in American enduros, you have no choice but to take it like they do. That's why they're so fast here in America. It's very interesting, in my opinion. Also, if you go to a supercross, they turn the same way. In the European MX GPs, they take the curves like the European enduro riders.

Will you race in the Six Days?

At the moment, I still don't know. It's possible. FMF and Kawasaki are interested in having me race. Naturally, I'd have to race as an individual. I can't race for Italy because I'm a member of the AMA. I can't race for America because I don't have an American passport. I'll only be able to try and win my class.

What goals would you like to achieve before you leave America?

I'd like to buy a big, V-8 Dodge or Chevy pick-up truck, because we don't have them in Europe. My passion is motors. I don't like ball sports - I like motorsports. If something has a motor, I like it, whether it's a bulldozer or a fast car. So I'd really like it if I had a pretty pick-up truck.

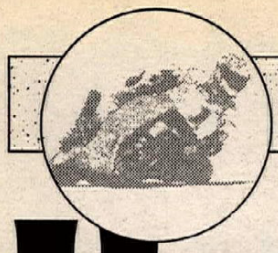
In racing, I like the type of races that I'm doing now. I'd like to try hare scrambles.

Do you want to win some championships?

I want to win some *races*! (laughs) If I win some races, then I'll think about trying to win some championships. Right now, I'd just like to win some races - something that up until now has been very difficult. CN

Resume - Davide Trolli

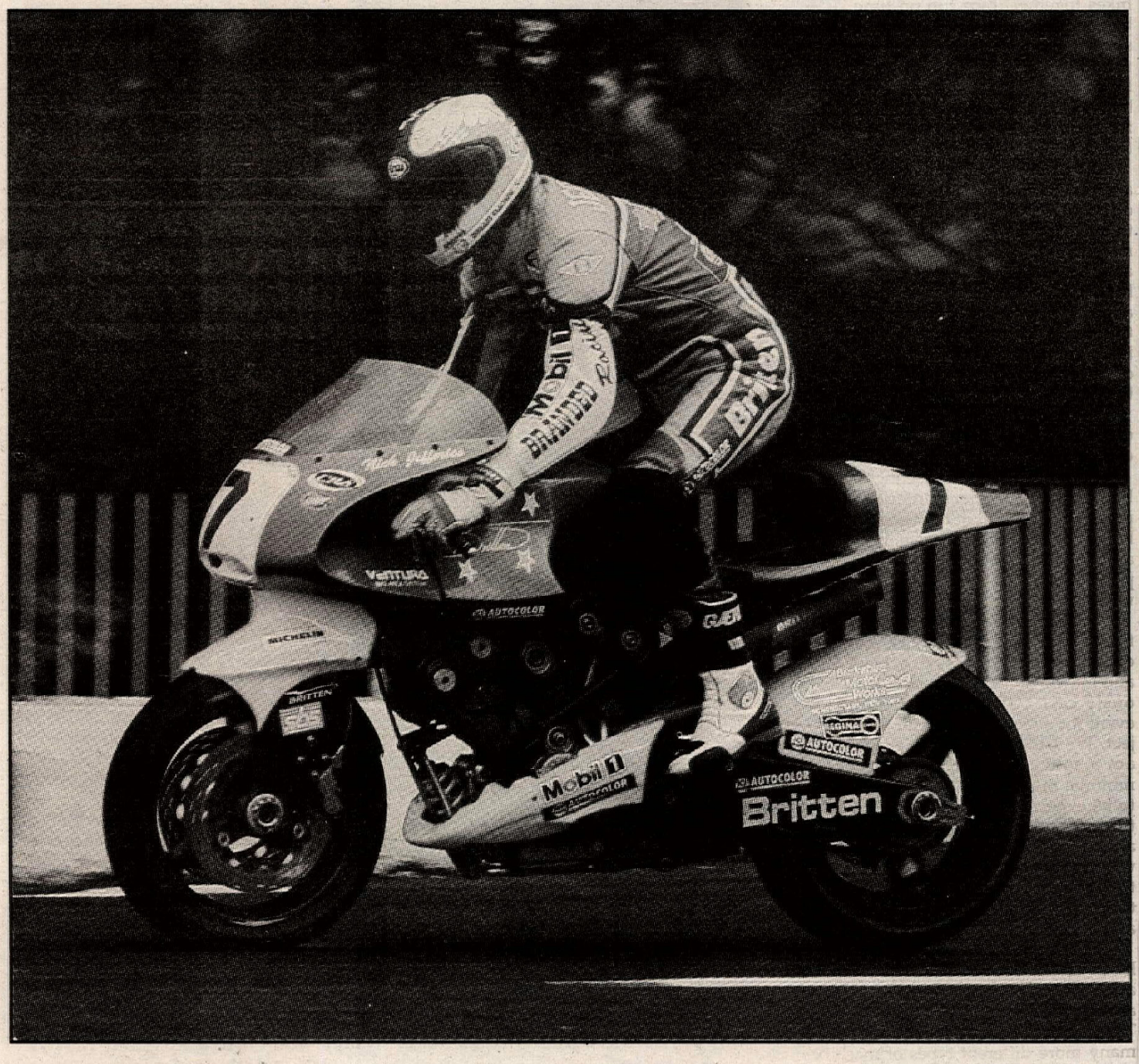
1984	1st Overall - Italian Youth Enduro Championship	Accossato 80
1985	1st Overall - Italian Junior Enduro Championship	TM 125
1986	3rd 125 - International Six Days Enduro	TM 125
1987	1st 125 - International Six Days Enduro	TM 125
	1st 125 - European Enduro Championship	TM 125
	2nd 125 - Italian Enduro Championship	TM 125
1988	Member of winning Junior World Trophy Team - International Six Days Enduro	Kawasaki 250
1989	2nd 500 - International Six Days Enduro	KTM 251
	2nd 250 - Italian Enduro Championship	KTM 250
1990	1st Overall/1st 250 - Italian Enduro Championship	KTM 250
	2nd 500 - International Six Days Enduro	KTM 300
	1st Overall - Baja Aragon Rally	KTM 600
	1st Overall - Chinelle 12-Hour Endurance Race (Belgium)	KTM 250
1991	1st 500 - Italian Enduro Championship	KTM 300
	2nd 500 - International Six Days Enduro	KTM 300
	2nd Overall - Baja Aragon Rally	KTM 600
	2nd Overall - Chinelle 12-Hour Endurance Race (Belgium)	KTM 250
	9th Overall - Pharaohs Rally (Egypt)	Cagiva 900
1992	10th Overall - Paris - Le Cap Rally (Africa)	Cagiva 900
	4th 250 - Italian Enduro Championship	KTM 250
1993	1st Overall - Sweden Rally	Suzuki 250
	2nd Overall - Lignano 12-Hour Endurance Race (Italy)	Suzuki 250
	8th Overall - Nevada Rally	Honda 600



ROAD RACE | Doing the TT with the Britten

Unfulfilled goals

By Stephen Burns
Photos by Nigel Kinrade



Nick Jefferies lands the Britten from the Ballaugh Bridge jump on the Isle of Man TT course. Jefferies was running seventh in the F1 race until the V-twin started misfiring.

"Despite the misgivings many people seem to have about the place, this is still the place to win as far as I am concerned. The mystique of the Isle of Man is still strong no matter what sphere of the sport you are involved in. It is my ambition; my goal to win here. Only then will I feel I achieved something with this bike."

John Britten is an odd character. He is one of those rare people that you could class as both an introvert and extrovert. Soft-spoken and withdrawn he can sometimes appear, but within minutes his character changes as his passion is aroused by something, or somebody. Talk of the Isle of Man TT would seem to do just that. The above words are his.

Much was made of the Britten's second visit to the TT in the weeks leading up to the event. Andrew Stroud had easily won the Daytona Twins race in March, albeit against seemingly lackluster opposition, but upon coming to Europe (after returning home in readiness for the two major actual road-course events on the calendar), the Britten team members, unbeknownst to them, were about to embark on what was probably the most stressful few weeks in the team's short history.

Isle of Man TT veteran, and 1993 F1 winner, Nick Jefferies was one of the three riders scheduled to ride the V-twin at the North West 200 in Ireland during mid-May, and the TT at the start of June. He explains the somewhat troublesome start to the event.

"They brought the bikes to Mallory Park in England right after Daytona while they were still in 1100cc trim. We had one test day there, and things went pretty well. That was my first time on the bike, and immediately I was impressed.

"John then had to return home with the bikes to re-build them to 1000cc specifications to comply with the TT and other European race regulations. We got to the North West and we just had a multitude of problems, and in the relatively short amount of practice time we were struggling."

The Irish meeting was one the team wanted to forget in a hurry. Unfortunately for John Britten and his enthusiastic followers, things were going to get worse.

New Zealander Robert Holden and Irish rider Mark Farmer were scheduled to ride the machines at the TT. Holden pulled out midway through practice week claiming he hadn't time to get the bike set up properly to his liking. Farmer, however, had parked his bike in the garage halfway through practice week feeling that there was no more work to be done. He was race ready.

"We locked Mark's bike away as he had requested on the Wednesday night," explained Britten. "However, he came to me on Thursday and asked for just one more lap on it, just to make sure."

It was one lap too many. Farmer is thought to have been high-sided into a wall on an ultra-fast section of the circuit. He died instantly. The team was devastated.

"I was shocked more than in any other time in my life," says Britten. "I asked myself a lot of questions. Why were we here? Why are we racing? That sort of thing. I tell you, if it wasn't for Nick Jefferies I don't know if the team would have pulled through. He was absolutely brilliant. He carried the whole team through the rest of the event."

Jefferies himself was modest in his assessment of the situation. "It was a very straight-forward decision," he says. "You have to go on. There's nothing to be gained from stopping and going home. If the accident had been caused by some kind of mechanical failure that in some way we could not decipher then there wouldn't have been any point in going on, but the accident wasn't caused by any kind of failure to the motorcycle.

"Mark didn't deserve to go at so young an age (30), but accidents happen in this sport and you have to carry on. We had to carry on for Mark because he loved racing - we all do. Everyone mourns his loss, all of us, but racing goes on. If he were here now, he'd agree."

Jefferies' pragmatism gave the squad the strength to carry on. With Holden's withdrawal, Britten was still keen to get two bikes onto the start line. He subsequently tried, in vain, to get his former rider, and former New Zealand F1 championship runner-up, Jason McEwan on the bike for the concluding Senior race. McEwan was making his TT debut, concentrating on the Supersport 600 event, but he was willing to give it a go. Unfortunately, the last practice session was wet and he failed to qualify.

And so to the first of the two races, the F1 on June 4. The "race" was a farce. On a course that was 38 miles long, weather played a key element in the events of the six-lap race. Knowing that rain was falling or about to fall on most parts of the track, the organizers failed to delay the start, which would have allowed everyone a chance to see how conditions would work out. To cut a long story short, the rain came down almost immediately and so did the mist on the Mountain - so much so that you apparently couldn't see your hand in front of your face. Many of the top riders pulled in after one lap claiming conditions were too dangerous, including Jefferies.

"I came in at the end of the lap to change tires," explained Jefferies. "I couldn't believe they didn't stop it there and then. They could have got everyone back to the pits, got the bikes checked over, and restarted the race over four laps. Everyone would have known what the weather was like, and would have selected the right tires."

Jefferies continued on for a second lap, but the organizers finally stopped the race at the end of the second lap. He was lying seventh at the time.

The race was subsequently re-run the next day over the full race distance of six laps. It was not a race to remember for the Britten squad. Jefferies was a comfortable seventh at the end of the opening lap - a nice, handy position to be in for such a long race, and he was averaging over 117 mph to boot. On the second lap, however, he encountered a misfire. At his first-lap pit stop (at the end of the second lap) Jefferies lost a

huge amount of time, 20 minutes, before the team could get him back in the race. Alas, it was all to no avail as the twin became a single just seven miles further on, and that was that.

The team now had a five-day period to prepare the machines for the Senior TT (run-what-you-brung regulations - 250cc GP bikes, SS600s, and F1/Superbikes together) race run on June 10. In between there was a last-gasp practice session, but even this brought problems for the now somewhat beleaguered team. The bike's "two-directional" cam belts broke, and Britten had to arrange for replacements to be flown in before the race, two days later.

In the race itself, Jefferies again held a steady seventh place at the end of the opening lap (averaging over 118 mph this time), and by Glen Helen, just 10 miles up the road from the start-finish area, the Kiwi machine was flying and held sixth place. But fate was again about to cast another nasty spell over the team. The primary gear sheared itself, piercing a tiny hole in the clutch cover and depositing its oil all over the track.

"I don't think some of my fellow riders would be too happy with me for that one," said Jefferies.

And so ended a TT meeting for John Britten and his merry men that had promised so much in the usual pre-race hype, but had ended in tragedy and disappointment. Britten himself remained philosophical, however, about the whole thing.

"We came here wanting a top-six finish," he explained. "Nick was well on course in both races to achieve that, and maybe more. Mark's accident obviously cast a shadow over the entire event for everyone involved in the project. We had a lot to lose, I suppose. I am a sole constructor working on a minimal budget, and everyone seemed to be expecting a lot. But give credit to the guys - they never gave in, and we'll all be back here next year, maybe to win. My ambition is to win here with the twin; to win before Ducati do with their 926s and so on. Then I'll go off and build a single."

We were speaking some three or so hours after the Senior race had finished, and Jefferies joined us. As we have already mentioned, Jefferies, at 42, is a TT stalwart, and has ridden a great many more different types of machines around the Isle of Man than most. How did he rate the Britten?

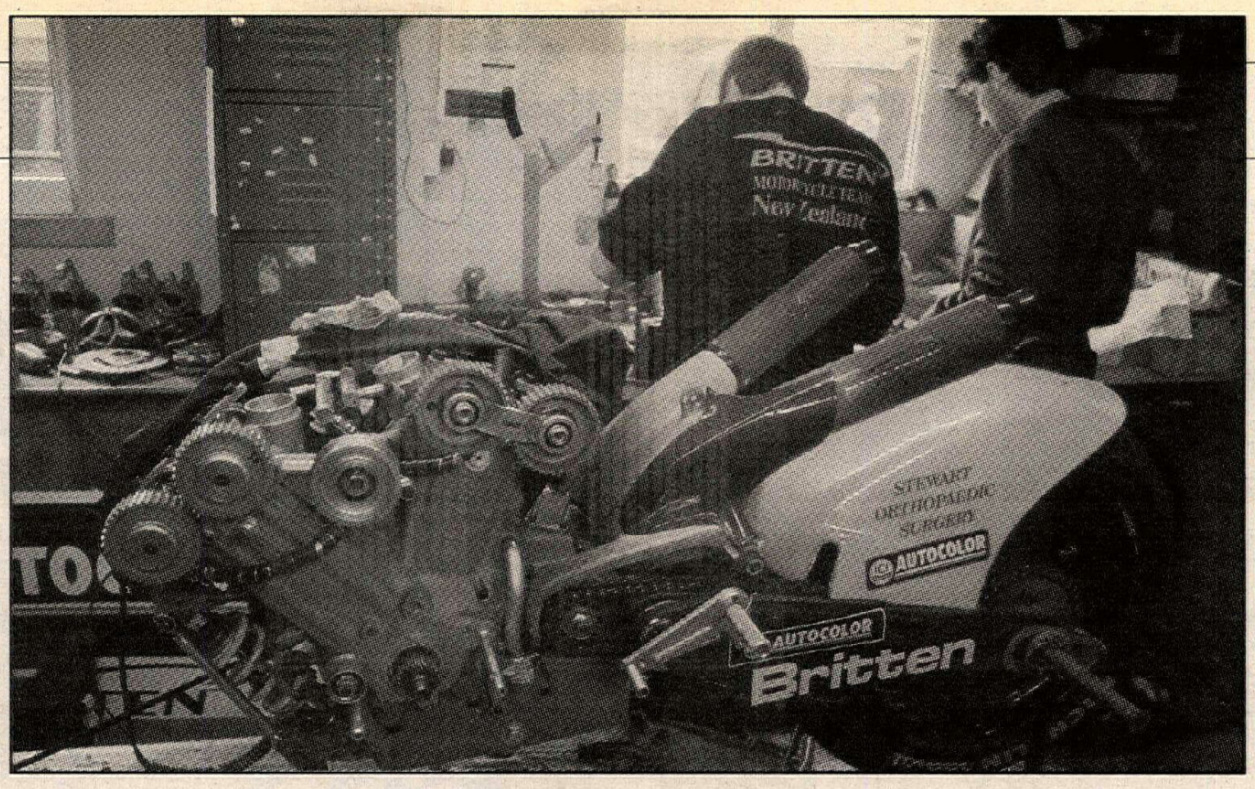
"Well for a start, it's not as fearsome to ride as most people seem to think it is," he said. "It's very easy to ride and changes direction really easily. It's probably the most stable motorcycle I have ever ridden here. If I were marking it on different aspects or characteristics, then I'd give it five out of five on stability, three and a half out of five on handling, and three and a half out of five on braking.

"I wish we had had more time to test. After the test day on the 1100 in March, I didn't see the bike again until the NW200 where, of course, we had our fair share of problems. Then we came here, and again we had problems. Cam belts went; suspension collapsed; it was never ending. Basically we needed more time to get to know the bike.

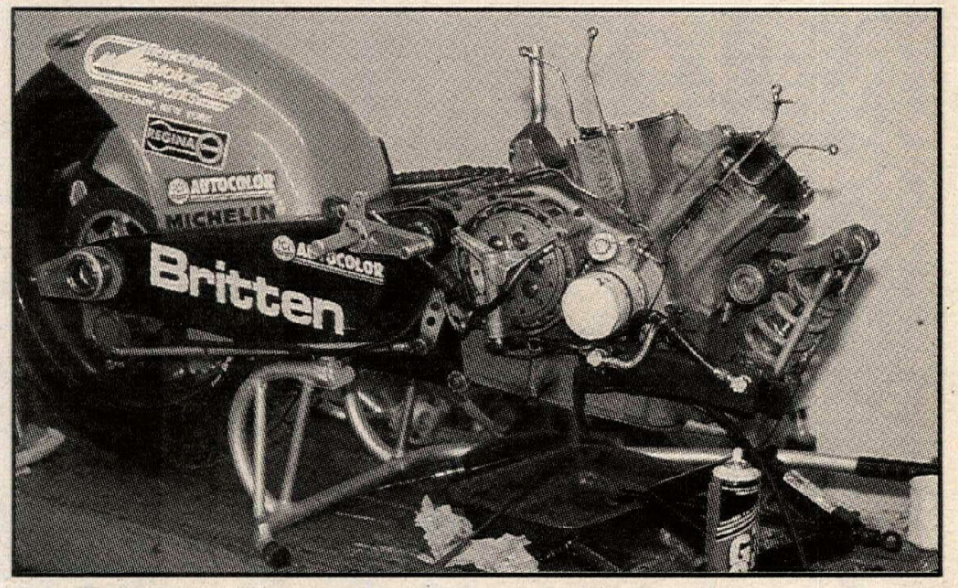
"The power delivery is unbelievable, though. After Mark's accident, I was a little nervous, maybe because the power does come in so quick, so I was a little reserved at first. The brakes are not too bad, and once they are sorted out they will be brilliant because the rest of the bike is so light.

"I found I could get into a rhythm quite quickly because there are long stretches of track here where you are really on the gas. It's very easy to get the front wheel up in the air. In some of the really bumpy sections, I was actually riding deliberately with the front end in the air; the best way of cutting out the front-wheel patter to my mind. It's a fine bike, and once developed I reckon that the likes of Hislop would get it 'round this place at well over 120 mph. To be honest, I could do with a clear run on it. All around though, I am impressed."

Will he ride it again? "You'd better ask John Britten that," he says, smiling ruefully. With the mutual respect both these men have for each other, for the TT course, and for the motorcycle itself, there is no doubt that they will all be back as a team in 1995. CN



The 1000cc V-twin in various stages of repair at the team's garage on the Isle of Man. The bike is the brainchild of 42-year-old John Britten, a New Zealand designer with a dream of winning at the Isle of Man with his project. Although the team failed in their attempts in 1994, Britten says they'll be back.



The man

John Britten (right) is now 42 years old and he hails from Christchurch, New Zealand. At 28 years of age, he was relatively late getting into motorsports. "I was climbing mountains, jumping out of planes, skiing and so on. Then I found bikes," he says.

He raced in his homeland for a number of years, and was already more interested in the engineering side than anything else. Where did the idea of the Britten V-twin come from?

"Well, we wanted to go and race the BoTT at Daytona, but I knew we couldn't compete with the likes of (Doug) Polen on the 851/888 Ducati so I decided to build by own bike, design my own engine, and, more importantly, suspension, because we could never afford to just buy the type of gear that Polen was running," he explains.

Britten built most of the bike from carbon-fiber, including the unique suspension and the "girder" front forks. As everyone knows, it is an incredibly light motorcycle, if not somewhat unwieldy looking in appearance. It is, however, as Nick Jefferies has already explained, a very easy bike to ride - far more manageable than some cynics would have you believe. Former New Zealand F1 series runner-up Jason McEwan echoes Jefferies feelings.

"It is a certainly different type of bike to ride," he explains. "It will slide and get into tankslappers like any other type of racing motorcycle, but I find you can get away with it more at high speeds because it is so light. It handles really well to my mind; I found that it had more limits to it than other F1 bikes before it started to get loose. Also, the power delivery is so smooth and fast, I found that there was very little wheelspin at all. The Britten has a big advantage on brakes because it's so light, and I have already mentioned that the low-down power is really strong, so is the midrange. Back home, once we had got it sorted a little, it almost became too easy in races; I didn't have to try that hard."

McEwan's reference to "easy" was borne out when the duo won 22 consecutive races over the 1992/93 New Zealand season. Unbelievably, though, due to development time lost at the start of the season, McEwan and the Britten were only able to finish as runners-up in the National Championship.

Before that, however, the Britten's first-ever victory had been on foreign soil, when Andrew Stroud won the supporting BoTT race at the Assen World Superbike round in September of 1992. It is Stroud who Britten feels, more than anyone else on the riding front, has contributed to the development of the V-twin.

"I wouldn't say that we've had a bad rider on our bike ever," he explains. "Jason, Loren Poole, Rob Holden, and Shaun Harris are all excellent riders, but Stround is a genius. He's a very intelligent man, and he relays the sort of information that doesn't just help you sort and eradicate a problem, but who can also provide feedback that helps strengthen and improve areas where you think you might already be strong."

Cycle News once described the Britten as the most radical motorcycle in the world. John Britten is quite modest in his comments on this subject.

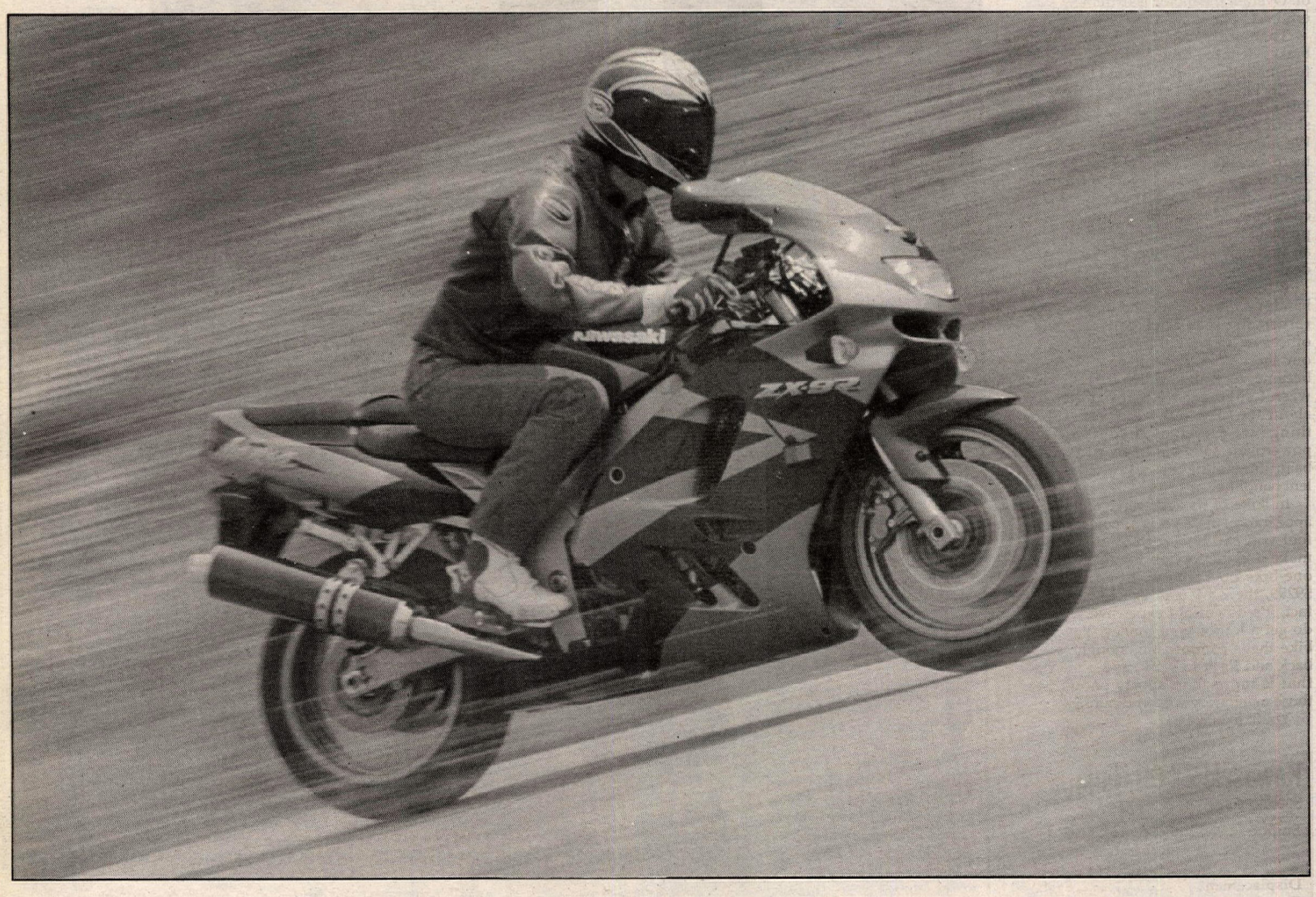
"Maybe it is, but to be honest, there isn't really much out there in the way of competition is there?" he asks. "There's a couple of interesting singles and twins. Sure ours is diferent; I feel that one of the strengths that we can draw on is that we have a good design, but the bike is well under-developed. It's not a proven package. The potential is enormous, so it could well turn out to be a lot more radical yet."

Britten has now built 10 chassis in the last three-to-four years, three of which have been sold to private owners. He has a small team of five working on the project full time, and a whole band of volunteers who help out with the long development hours back in New Zealand. Without them, admits John, they couldn't carry on. So, what of the future?

"Well, I want to win here (on the Isle of Man) before I do anything else," he says. "Other forms of racing interest me greatly, but I am the sort of person who wants to achieve the end goal of a project before embarking on something else. With the resources we are working with at the moment, diversification into a second project would only be detrimental to both tasks and to the people involved. When we've won the TT, then come and ask me again."

We will John, we will.

All-new?



By Kit Palmer
Photos by Kinney Jones

It all depends on how you look at things. Yes, the ZX-9R is, in fact, an all-new model in Kawasaki's 1994 lineup, but is it really an all-new motorcycle?

Take the ZX-9R's liquid-cooled, in-line, four-cylinder motor, for example. Compare it to its racer-replica brother, the already-existing ZXR750. Both engines share identical compression ratios, valve timing, and internal gear ratios and transmission. And then there's the ZX-9R's chassis - very ZX-11-*ish*.

What we obviously have here is a cross between the "full-race" ZXR750 and the sport-touring ZX-11. And depending on how you look at things, the ZX-9R is either a sportier version of the ZX-11, or a more user-friendly version of the ZXR750. Whatever.

But no matter how you look at it, the ZX-9R is Kawasaki's latest pride and joy. Kawasaki was so excited about its new model, in fact, that they invited the motorcycling press from all over the world to Malaysia and the Shah Alam race circuit to debut its baby. Most of the riding there was done on the track and was followed up by a short street ride (see Issue #1, January 12, 1994, for the report on the Malaysia ZX-9R intro, as well as a more in-depth technical review of the bike). Dodging squashed snakes, dried goat doodle, baboons (literally) and thousands of Malaysians aboard step-thru scooters were of highest importance on this particular ride. Perhaps not the most ideal conditions in which to road test a 139-horsepower sport bike, but then again, where *are* they ideal? We're still searching for that perfect, hazardless road here in the U.S..

We did, however, revisit some of our well-used and favorite backroad provinces on the ZX-9 and came away grinning from ear to ear. At the Shah Alam circuit, most of the testers complained of too-soft suspension and slippery, over-inflated tires, while pushing the envelope on the new Kawasaki, but at a more conservative and real-life pace, the ZX-9 performed just fine. We have no doubt that in stock condition, the ZX-9 could use some fine tuning for race track usage (what bike couldn't use a tweak here and there), but in the real world - on the streets - where the majority of ZX-9s sold will spend much of their existence...well, let's just say the ZX-9 is among the best.

While it almost goes without saying that the ZX-9 performs downright awesome on back canyon and twisty roads, a big question mark hangs over the race-orientated sportbike's head as to whether or not this is a bike you can live with on a day to day basis. After all, who can afford to own more than one bike these days?

To our amazement, the ZX-9 is, in fact, a very comfortable sportbike - much more so than, say, the Suzuki GSXR750 or its Kawasaki ZXR750 sibling. As compared to the ZXR750, the 9's handlebars are slightly higher and the footpegs a little lower. The ZX-9's seat is surprisingly comfortable - wide and firm - the best seat we've felt on a Kawasaki sports-tourer for many years. There's plenty of legroom and the rider's wrists don't take a beating and feel as though they're supporting the rider's entire weight. The fairing and windscreen offer very good upper-body protection. At speed there is little buffeting.

If your riding plans usually include bringing along a passenger, then the ZX-9 might not be the hot ticket - there's little padding for the passenger; the footpegs are mounted very high, and there are no grab rails, just a simple seat strap.

Okay, so the new Ninja's suspension might very well be set up a little too soft for the track, but it does perform exceptionally well on the streets and highways. There's enough "cush" at both ends to keep one happy while commuting back and forth to work, and is firm enough to give the ZX-9 a sturdy feel. In spite of the pillowy suspension, the ZX-9 felt extremely stable at speed, and the handling and steering was confidence-inspiring. The front end incorporates a 41mm inverted-cartridge fully adjustable fork, and the back end is suspended

The ZX-9R might break your bank account, but it won't break your back on those long days in the saddle. For a full-on sportbike, the ZX-9 is actually quite comfortable and surprisingly easy to ride. As a cross between the ZX-11 and the ZXR750, the ZX-9 successfully combines the best of both worlds.

by a single nitrogen-charged and fully adjustable shock.

Despite having gobs of power, the ZX's DOHC, liquid-cooled, four-cylinder, 899cc engine - nestled in an aluminum perimeter frame - is very manageable. It delivers decent bottom-end power and, even though it's quite noticeable when the bike reaches the meat of the powerband, the overall spread of power is very smooth. And to top things off, there's very little vibration to speak of. Overall, the motor is extremely powerful yet not intimidating.

Thankfully, the ZX-9 has excellent brakes. It takes little effort by the rider to haul in the 470-plus pound Ninja.

Clicking the ZX up through the gears left nothing to be desired, but downshifting, well, that's a different story. We found a few false neutrals here and there, usually between fourth and third, and third and second gears. At first we hardly noticed it, but after a while, crunching gears became a nuisance. This problem was most noticeable riding it at an aggressive pace, otherwise, it's no big deal.

It seemed that as soon as we got our hands on the bike, we had to reluctantly return the bike back to Kawasaki's offices in Irvine, California, but during our short affair with the new Ninja, we became very attached to it. There just wasn't anything we really didn't like about the bike, but there were plenty things we did enjoy, like its smooth powerplant, solid but cushy suspension, beautiful styling and paint, and excellent handling.

In spite of its aggressive and sporty appearance, the ZX-9 is a motorcycle we feel you can live with, and it would make a viable option for those with a one-bike pocketbook. At an MSRP of $9299, the ZX-9 isn't exactly cheap, in fact, it's downright expensive, but you do get a lot for your money. You get a bike that's comfortable enough to ride back and forth to work, and a machine that is more than sporty enough for those mandatory weekend outings.

You'll like; we did. CN

Kawasaki ZX-9R Ninja
Specifications

Engine	Liquid-cooled, 4-stroke, in-line four, DOHC, 4-valve-per-cylinder
Displacement	899cc
Compression ratio	11.5:1
Bore x Stroke	73.0 x 53.7
Carburetion	Keihin CVKD 40mm (4)
Compression ratio	11.5:1
Ignition	Digital
Transmission speeds	6
Starting system	Electric
Frame	Pressed aluminum perimeter
Suspension, front	41mm inverted cartridge fork w/adj. preload, 12-way rebound, 7-way compression damping
Suspension, rear	UNI-TRAK w/gas-charged shock, adj. preload, 4-way rebound and 20-way compression damping
Wheelbase	56.7 in.
Seat height	31.5 in.
Front tire	120/70x17 radial
Rear tire	180/55x17 radial
Front wheel travel	4.3 in.
Front brake	Dual disc
Rear brake	Disc
Final drive	Chain
Fuel capacity	5.8 gal.
Claimed dry weight	474 lbs.
MSRP	$9299

RACE FREE - SAT., JULY 30th

250 USGP
United States Grand Prix
World Championships
JULY 31st

Everts
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Kiedrowski
McGrath
Lamson
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AMA SANCTIONED
Sunday: 1p.m.
Adults $15.00
Children $1.00
(Advance Tickets)
No Sellouts

AMATEUR RACING SCHEDULE
Fri.: 7 a.m. Gates Open
11 a.m. Pro Practice
2 p.m. Amateur Practice
6 p.m. Amateur Supercross
Sat.: 8 a.m. Amateur MX (On Pro Track)
11 a.m. Hare Scrambles
6 p.m. Amateur Supercross

RAIN or SHINE
CAMPING $10 per vehicle
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FRIDAY WEEKEND (At Gate) Adults $35 • Children $20
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SUNDAY ONLY (At Gate) Adults $20 • Children $6

For all advance tickets, subtract $5.00 from Gate Price and please indicate which tickets you want! Include a self-address stamped envelope, all orders must be post-marked 10 days prior to the National or Grand Prix race date.

Mail Check or Money Order, Less $5.00:
Budds Creek Ticket Sales
P. O. Box 156, Leonardtown, MD 20650

SAVE $5.00 ON ALL ADVANCE TICKETS
PRICES AND RACE SCHEDULES ARE THE SAME FOR THE BOTH NATIONAL AND GRAND PRIX WEEKENDS

Dear Amateur Rider,

Please accept my profound apologies for the way you have been treated the day before pro-races at Budds Creek. We have gained a reputation among the pro-riders as being one of the best race tracks in the United States, and now, in the world, at your expense. I've come to realize that the amateur program is a very important part of the weekend and is imperative to the overall success of an event of this magnitude. We would like to have you as our guest the day before the U.S. Grand Prix. We have an elaborate watering system and in the past we have not used it to our advantage. The policy of using the amateur riders to work the water into the race track has been abandoned. Please forgive me for my attitude over the past few years and come race one of the finest facilities in the sport as our guest. There will be free amateur sign-up, Saturday, on the pro-track before the U.S. Grand Prix. Thank you! Hare Scrambles sign-up on Saturday will also be free!

Sincerely,

THE CLAYTON FOUNDATION
HELPS INJURED MOTORCYCLE RACERS

Helping injured motorcycle racers financially

Donate to
THE CLAYTON FOUNDATION
2201 Cherry Avenue
Long Beach, CA 90806
310/427-7433
"We want to be your favorite charity"

Kauai not?

Sam Van Gieson (left) and Phil Oveland soak in the sights at Haena State Park on the north side of the island. The park is located at the end of Kuhio Highway; here you have to park your bike and hike up to this lookout.

It's vacation time and, as usual, my wife wants to go somewhere exotic. Exotic? Hmm. Let's see. "How bout Soggy Dry Lake?" I suggest. "We can camp out in the desert, go riding and..."

No?

"Paris," she says.

But there are no good trails in Paris.

"How bout Jawbone Canyon?"

Whoaa, gnarly stink-eye on that one.

"Niagara Falls!"

"Mule Lips Ravine?"

"Hawaii!"

Hawaii? Hmm. Hawaii. Ya know, I think we can work something out...

By Kit Palmer

Two Wheels Dual-Sport Adventures: Enjoy the beautiful Garden Island of Kauai with breathtaking beaches, jungles, tropical rain forests and mountains - ride where you can't take a rental car!

These words immediately popped into my mind when the subject of Hawaii entered into our vacation discussion. They were printed on a flier that had been sent to me earlier from Two Wheels Dual-Sport Adventures, a new dual sport tour outfit in Kauai owned and managed by Ann and Tom Leighton.

Tom and I are actually longtime acquaintances. I first met him nine years ago, when we rode on the same minute the first time I competed at the Mauna Kea 200 Enduro on the big island of Hawaii in 1985. Having ridden the Mauna Kea Enduro five times since then, we have crossed paths many times and, without fail, he'd tried to convince me to come over to his home island of Kauai and race the Labor Day Kauai Hare & Hound. "A *real* race," he'd say.

"No thanks," I always responded. "I've heard about *that* one." I'd usually finish up by asking, "Why would I want to compete in a *race* where the winner usually rides a *trials* bike or a KX80, and it's a major accomplishment just to get out of second gear because the trails are so tight and muddy?" My idea of a tight hare and hound race is when your speed average is barely under 40 mph.

For me, just *finishing* the Mauna Kea Enduro, which he always said was "easy," was a major accomplishment. So why in the world would I want to go to Kauai?

Well, after all these years his persistence finally paid off and Tom finally won out. The next thing I knew, my wife and I were peering out the window of a DC-10 bound for Kauai. But I had no intentions of racing the hare and hound. Nooo. Instead, I was going to participate in Leighton's first dual sport tour.

****

Here's the poop. For $250 a day, Two Wheels supplies the island and the bikes - modified Honda XR650L dual sport motorcycles, complete with O'Neal IFS handlebars, Fredette Hand Savers, IMS four-gallon plastic gas tanks, Pirelli knobby tires and shorter shock linkages to lower the bike's seat height - and also included in the package is gas, food (lunch) and a finisher's T-shirt. The only responsibility the rider has is to bring his/her riding gear and be prepared for a long but thoroughly enjoyable day(s) in the saddle.

Other than the usual riding equipment, there are, however, some items that are a must when riding in Hawaii.

First of all, be prepared to get wet. We encountered a number of brief rain showers, though none lasted more than a minute or two. Despite the fact it never really gets cold in Kauai's tropical climate, it is a good idea to carry a lightweight rain jacket that you can easily stuff in a fannypack or backpack. Some sort of anti-fog for you goggle lenses will come in handy, as well.

While it might not get cold in Kauai, it certainly can get quite warm, especially on the south side of the island and in the muggy air of the rain forests, so it's wise to bring a canteen of water. If your riding buddies have given you the nickname "crasher" or "hazard," or something along those lines, plastic elbow guards wouldn't be a bad idea; lava rocks are very coarse and hard. And don't forget to bring a camera, but make sure you carry it in a watertight container or pouch where it can be easily and quickly reached.

Unlike some of the dual sport tour

companies that are popping up all over the place, Two Wheels does not provide lodging - you are basically on your own in that department. They do, however, recommend a local travel agency called Travel Air International located in Lihue near the tour's base. The agency is familiar with the tours and the Leightons say that TAI can set up your travel arrangements, accommodations, rental cars and other packages, if you want.

We had a two-day ride planned, but Two Wheels offers anywhere from one - to four-day tours ($250 each day and $150 a day for passengers, as well as a discount price for three- and four-day tours). Each tour will consist of no more than four riders in order to "better personalize" each ride. Two Wheels says they can cater the tours to any riding level from novice to experienced experts, and the routes can range from a completely paved road ride to a route that is mostly in unpaved areas.

I opted for the mostly unpaved route and was rewarded with some of the most outstanding scenery I'd ever seen, and some of the best riding I've every experienced.

****

The tours are based out of Ann and Tom's other business, their Two Wheels motorcycle shop in Waipouli, about a 10-minute drive from the airport in Lihue and near the eastern coastline. It's the island's only motorcycle dealership, and their house is actually built onto the shop itself. Their commute every morning consists of - on a bad day - about five seconds. Having the tour based out of their shop comes in handy just in case you forget something like your gloves, goggles, lenses, etc.

Phil Oveland, one of Hawaii's top off-road riders and former supercross racer, would be our trail master for the next two days. Also joining us were "locals" Mike Gregory and Paul Rathbone, both of whom, along with Oveland, will lead future tours around the Island. A couple of other local riders, Sam Van Gieson and Bill Shepard, tagged along, as did my wife, Theresa, who was easily persuaded at the last moment to be a passenger on the back of Oveland's bike. I, on the other hand, had to tote around a backpack full of camera equipment.

By 9:00 a.m., the seven of use were pulling out of the shop's driveway, beginning what would be a 150-mile ride through cane fields, tropical rain forests, open fields and small towns, mostly on easy two-track dirt roads. Sometimes we would divert onto smaller and slightly more challenging single-track trails that more-or-less paralleled the wider dirt roads.

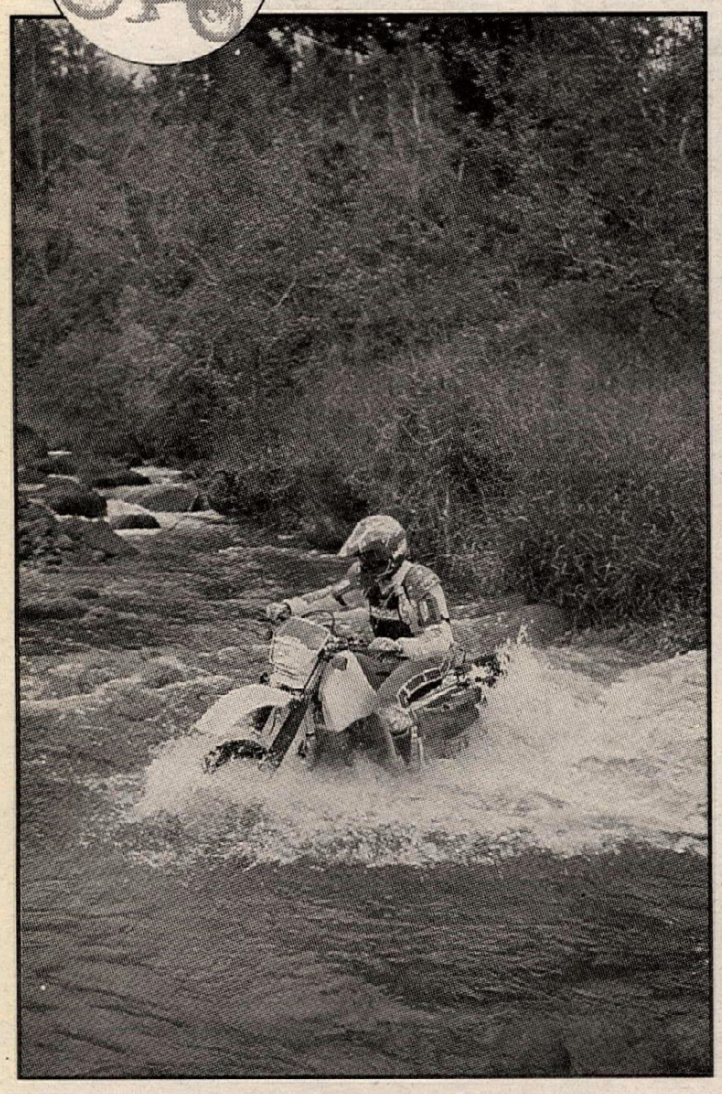
We spent most of the day exploring the eastern and western sides of the island. Perhaps the highlight of the day was riding through the Puu Ka Pele Forest Reserve on the western - and warmer - side of Kauai. As we climbed up the paved road, we got a breathtaking view of Waimea Canyon, also known as the "Grand Canyon of the Pacific," but, in my opinion, it resembles Mexico's Copper Canyon more than the famous chasm in Arizona. There were places along the road where we rode along rolling, single-track trails that skirted the edges of the huge and spectacular Waimea Canyon.

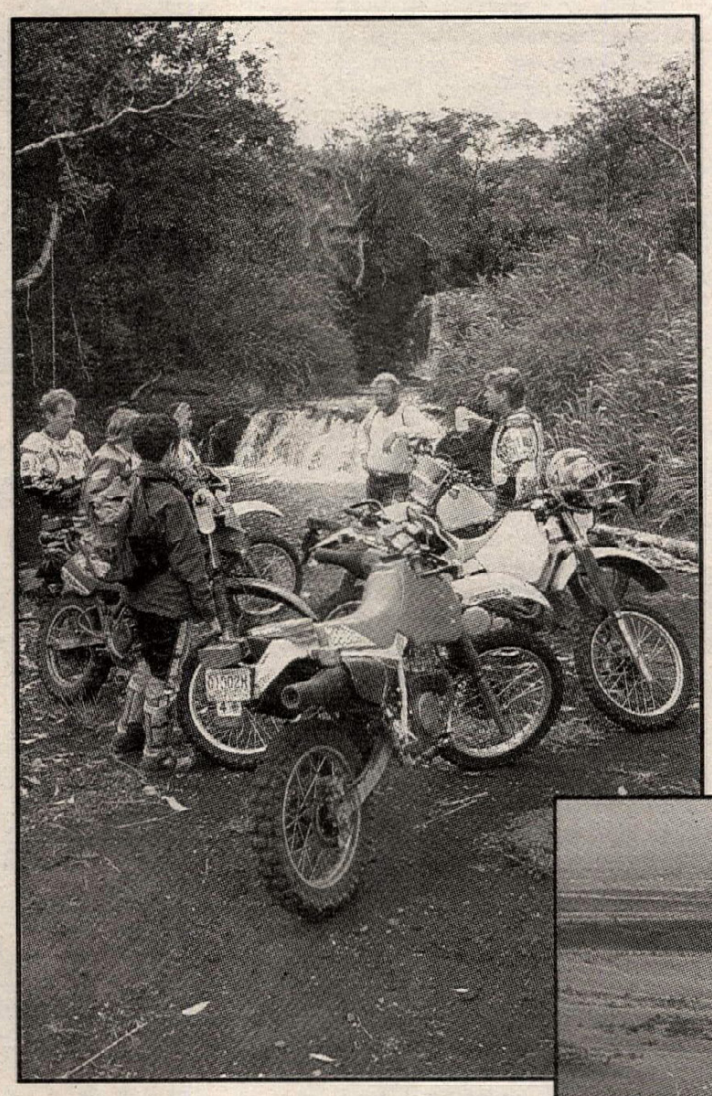
(Above) Our trail master Phil Oveland, a former full-time tour guide and supercross racer, knows just about every inch of trail and dirt roads on the Island of Kauai - he should, because he rides on them every day while commuting back and forth to work. He recently won the Lightweight Four-Stroke class at the Trask Mountain ISDE Qualifier in Oregon.
(Left) Paul Rathbone also led us around the Island. Here, he crests a peak on the outskirts of Waimea Canyon, also known as the Grand Canyon of the Pacific.
(Right) Spectacular scenery was never-ending throughout our two-day ride. Within a few minutes after this photo was taken, the canyon had become completely obscured by clouds and it started to rain. Moments later it was sunny again! Typical Kauai weather. Even though it rained on us a lot - usually brief downpours - it never really got cold or uncomfortable.

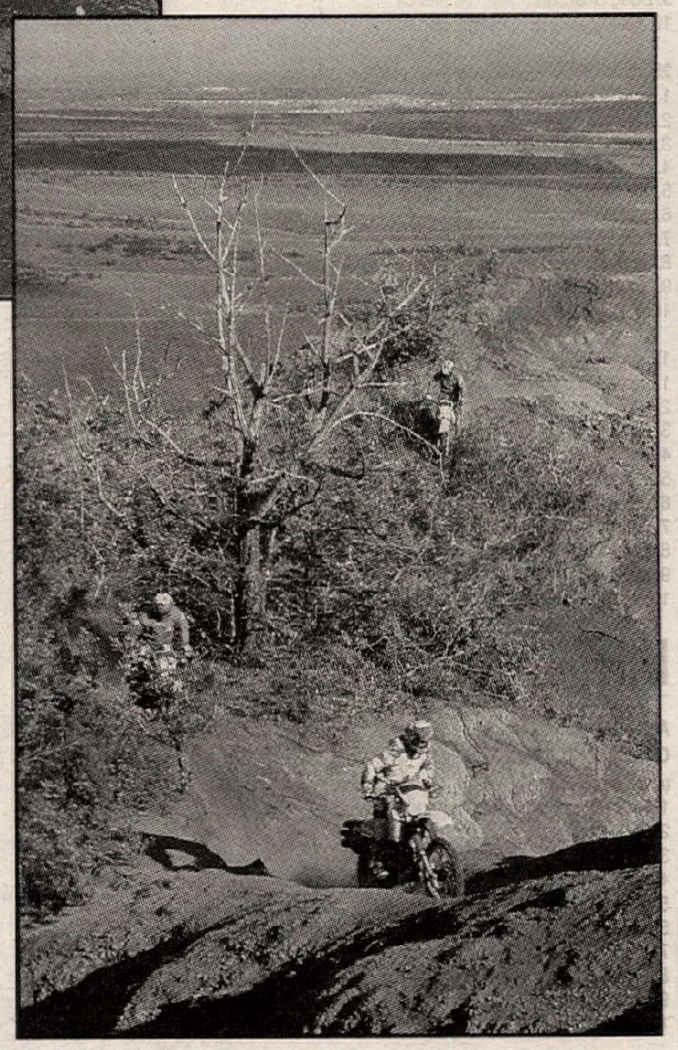
We soon found ourselves deep in the rain forests, cruising along a wide and deserted dirt road. As the road became wetter and wetter, Oveland stopped to warn me: "Up ahead the mud is *slick*, so be careful. It doesn't look like it, but it is. We call it 'Hawaiian Ice.'"

Man, he wasn't kidding! The mud was decieving. It looked hard-packed and you'd think it would offer excellent traction, but the red dirt felt like you were riding in a hockey rink. I was all over the wide dirt road trying to keep the knobby side down, despite the fact we were creeping along at a snail's pace. The best technique for me was not to fight the bike, but to instead let it slide around as it pleased. Turning was simple: just go straight until you bounce off of something, usually a berm on the outside of the road. At first I felt like a bumbling idiot, but after I got used to the greasy mud, I loved it. We all were hootin' and hollerin,' laughing at each

Two-Wheels Dual Sport Adventures







(Above left) What's a dual sport ride without a creek...er river crossing? We rode through a few but none of them were too difficult. (Above) Here we stopped for a rest next to a small waterfall where Oveland and some of the locals came to bathe after Hurricane Iniki demolished the Island in 1992. (Right) Mike Gregory negotiates one of the many "side" trails along our route on the south side of the island, where it can get quite hot. Obviously, it rains little here.

other as we slipped and slid our way up and down the hills. It was a complete blast.

We soon reached our destination: Kalalau Lookout. At approximately 4000 feet, we were at the highest point on the island and overlooking the rugged and isolated Na Pali Coastline. We got a brief view of the Pacific Ocean below us before large puffy clouds blew in and everything turned to white.

As the sun sank in the west, we basically backed-tracked our way to the Kaumuaui Highway that skirted the southern coastline and high-tailed it back home.

My day was done after we got back to the shop about 7:30 p.m., but Oveland, Rathbone, Gregory and Van Gieson immediately began washing off the bikes and prepping them for the next day's ride.

****

That time-consuming thing called "work" prevented Gregory and Shepard from joining us on the second day, and a more technical trail planned for the day prevented Theresa from going along, but that was okay with her, as she had had enough of the XR's thin seat.

Oveland, Rathbone, Van Gieson and myself left the shop about 10:00 a.m. and headed inland to Blue Hole - "The Crater of a Thousand Waterfalls." We rode as close as we could to the base of one section of the tall waterfalls and stopped for a while to soak in the sight.

We headed back to Kapaa, turned north and rode on a dirt road along the beach. Once again, we veered off the two-track dirt road and followed a super-tight and narrow (thankfully dry) trail, a section that is used in the Kauai Hare & Hound race. It was tough but fun, and since there was no checkered flag at the end of the trail, we cruised along at a comfortable pace.

After stopping for lunch at a small but quaint burger stand, we turned north on the Kuhio Highway and followed it for about 20 miles to where it ends at the Haena State Park on the northern tip of the Island. Here, you can park your bike, change into your swimsuit and relax on Kee Beach if you want; or hike up the rocks a short ways to the base of a huge cliff, where down below, angry waves crash against the rocks. This, in my opinion, has to be one of the most scenic places on the island.

By now it was midafternoon and we turned around for home, but we still had one obstacle left to ride: *The Powerline Trail.*

****

"We'll save the best for last," said Oveland with a sly grin on his face.

Ever since we got to Kauai, I kept hearing about this "Powerline Trail." I was getting worried.

"Remember the slick mud yesterday? Well, the Powerline Trail makes that look like pavement," said Oveland. "But we don't have to do it if you don't *want.*"

I wilted to peer pressure.

The Powerline Trail was basically a 13-mile "shortcut" back to Waipouli. Simply put, it's a mudded-out and super-slick two-track road that would offend a pig. I mean, it was slimy and gooey, but it was ridable, except for the two mud holes that required the use of the buddy system to get each of the big bikes through. Riding over the Powerline Trail required precise throttle control, careful line-choosing and delicate braking, but once you get these three techniques dialed, well, it wasn't all that bad. In fact, I'd do it again in a flash.

Don't worry though, the Powerline Trail will only be used at the trail master's discretion, taking into account the rider's ability, weather conditions and just plain whether or not anyone on the tour wants to challenge it.

We racked up approximately 110 miles on the second day and, according to Oveland, we "just saw a small fraction of what the island has to offer. The three- or four-day tour would be ideal. That way you'd get the chance to see more places and spend more time enjoying the views."

****

If this sounds like something you'd like to do, now is the time to do it. Kauai is beginning to rebound from Hurricane Iniki, which basically flattened the island in September of 1992. As a result, the tourism industry in Kauai has dropped way off and is just now showing signs of returning to the days of old. In other words, prices for hotels and meals - for the time being - are down slightly, and the island isn't crawling with tourists. Only a keen eye can spot tell-tale signs of damage caused by the destructive hurricane. Kauai is as beautiful as ever.

And don't forget, there are plenty of other things to do in Kauai, just in case the wife, the husband or kids don't want to ride. While you're out roosting around in the rain forests, there are many other activities available on Kauai, such as kayaking, bicycling, helicopter rides, river boat tours, hiking...

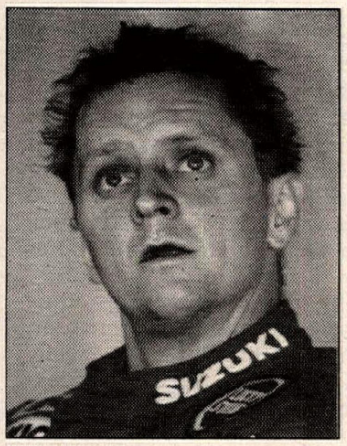
But none of these activities come close to matching the dual sport tour. And the price isn't bad at all, especially when you compare it to the cost of taking a helicopter tour, a popular tourist attraction in Kauai. A half-hour ride in a whirly bird will cost you anywhere from $80 to over $100.

Overall, the tour we took could've been easily handled by a novice-skilled rider. As far as riding double, a more experienced rider could've handled a passenger without too much problem, as Phil and Theresa proved on the first day. There were only a few short technical sections that Phil skipped and joined up with us a little ways down the trail. Even the second day was do-able two-up, except for the tight trail along the beach and the Powerline Trail, but there are alternate routes.

So, if you're trying to decide where to go for your next well-deserved vacation, and you don't want to leave your helmet behind, you might want to check out Two Wheels Dual Sport Adventures Tours. After all, what could be better than riding dual sport bikes on Hawaii?

Two Wheels Dual Sport Adventures
4555 Pouli Road
Kapaa, Kauai, Hawaii, 96746-1562
800-896-1230, 808/822-7283,
FAX 808/822-0267

Travel Air International
Atten: Gwen Gilleres
3-4301 Kuhio Highway
Suite 204
Lihue, HI 96766
808/246-0532



KEVIN SCHWANTZ

ROAD RACING

500cc WORLD CHAMPIONSHIP (After 8 of 15 rounds)

1. Michael Doohan (Hon), AUSTRALIA	(186/6 wins)
2. Kevin Schwantz (Suz), AUSTIN, TX	(135/1 win)
3. Alex Barros (Suz), BRAZIL	(90)
Alberto Puig (Hon), SPAIN	(90)
5. John Kocinski (Cag), MODESTO, CA	(87/1 win)
6. Alex Criville (Hon), SPAIN	(83)
7. Shinichi Itoh (Hon), JAPAN	(77)
8. Luca Cadalora (Yam), ITALY	(73)
9. Doug Chandler (Cag), SALINAS, CA	(48)
10. Niall Mackenzie (Yam), SCOTLAND	(35)

250cc WORLD CHAMPIONSHIP (After 8 of 15 rounds)

1. Max Biaggi (Hon), ITALY	(128/3 wins)
2. Tadayuki Okada (Hon), JAPAN	(125/1 win)
3. Loris Capirossi (Hon), ITALY	(118/2 wins)
4. Doriano Romboni (Hon), ITALY	(93)
5. J.P. Ruggia (Apr), FRANCE	(91/1win)
6. Ralf Waldmann (Hon), GERMANY	(91/1 win)
7. Luis D'Antin (Hon), SPAIN	(67)
8. Jean-Michel Bayle (Apr), FRANCE	(56)
9. Nobuatsu Aoki (Hon), JAPAN	(53)
10. Wilco Zeelenberg (Hon), HOLLAND	(50)

125cc WORLD CHAMPIONSHIP (After 8 of 15 rounds)

1. Kazuto Sakata (Apr), JAPAN	(154/2 wins)
2. Noburo Ueda (Hon), JAPAN	(80/2 wins)
3. Peter Oettl (Hon), GERMANY	(92)
4. Dirk Raudies (Hon), GERMANY	(91/1 win)
5. Takeshi Tsujimura (Hon), JAPAN	(87/1 win)
6. Jorge Martinez (Yam), SPAIN	(70)
7. Garry McCoy (Apr), AUSTRALIA	(56)
8. Herri Torrontegui (Apr), SPAIN	(54)
9. Masafumi Tokudome (Hon), JAPAN	(53)
10. Akira Saito (Hon), JAPAN	(48)

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 9 of 22 rounds)

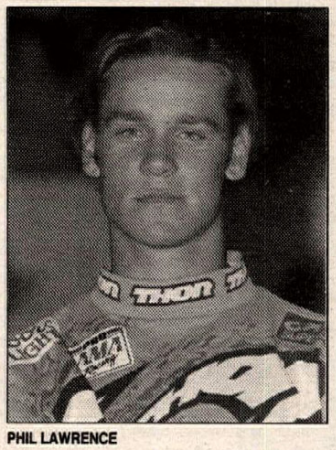
1. Scott Parker (H-D), SWARTZ CREEK, MI	(122/3 wins)
2. Chris Carr (H-D), VALLEY SPRINGS, CA	(120/1win)
3. Steve Morehead (H-D), FINDLAY, OH	(98/3 win)
4. Will Davis (H-D), GOLDSBORO, NC	(81)
5. Rodney Farris (H-D), WINCHESTER, VA	(65)
6. Jason Fletcher (H-D), WARREN, CT	(61)
7. Aaron Hill (H-D), STOCKTON, CA	(48)
8. Larry Pegram (Hon), BALTIMORE, OH	(45/1)
9. Brett Landes (Hon), LOS GATOS, CA	(44)
10.George Roeder II (H-D), MONREOVILLE, OH	(42)

WORLD SUPERBIKE CHAMPIONSHIP (After 4 of 16 rounds)

1.Scott Russell (Kaw), ATLANTA, GEORGIA	(112/4 wins)
2. Carl Fogarty (Duc),.ENGLAND	(88/2 wins)
3. Aaron Slight (Hon), NEW ZEALAND	(79)
4. Giancarlo Falappa (Duc), ITALY	(76/1 win)
5. Doug Polen (Hon), DENTON, TX	(67)
6. Simon Crafar (Hon), NEW ZEALAND	(55)
7. Terry Rymer (Kaw), ENGLAND	(54)
8. Fabrizio Pirovano (Duc), ITALY	(49)
9. Piergiorgio Bontempi (Kaw), ITALY	(42)
10. Andreas Meklau (Duc), FRANCE	(40)

AMA U.S. SUPERBIKE NAT'L C'SHIP (After 6 of 10 rounds)

1. Troy Corser (Duc), AUSTRALIA	(199/3 wins)
2. Jamie James (Yam), ASHEVILLE, NC	(156)
3. Steve Crevier (Kaw), CANADA	(150)
4. Pascal Picotte (Duc), CANADA	(149/2 wins)
Takahiro Sohwa (Kaw), JAPAN	(149)
6. Fred Merkel (Kaw), STOCKTON, CA	(144)
7. Mike Smith (Hon), ROSWELL, GA	(141)
8. Dale Quarterley (Kaw), WESTFIELD, MA	(131)
9. Thomas Stevens (Suz), SANIBEL, FL	(118)
10. Colin Edwards (Yam), CONROE, TX	(101)



PHIL LAWRENCE

RONNIE JONES

AMA/HARLEY-DAVIDSON 883 NATIONAL CHAMPIONSHIP SERIES
(After 7 of 15 rounds)

1. Jason Fletcher, WAREN, CT	(128/4 wins)
2. Scott Stump, MARION, OH	(89/2 wins)
3. Jay Springsteen, LAPEER, MI	(74)
4. Steve Aseltine, PALMER LAKE, CO	(72/1)
5.James Hart, CENTRALIA, IL	(62)
6. Matt Wait, MODESTO, CA	(50)
7. Tommy Colson, BELOIT, WI	(37)
8. Doug Beattie, CANADA	(36)
9. Georgie Price, SICKLERVILLE, NJ	(33)
10. Jess Roeder, MONROEVILLE, OH	(27)
Rich King, WATERLOO, IA	(27)

AMA 250cc GRAND PRIX SERIES (After 6 of 10 rounds)

1. Rich Oliver (Yam), FRESNO, CA	(207/5 wins)
2. Chuck Sorensen (Yam), LIVERMORE, CA	(159)
3. Chris D'Aluisio (Apr), BETHEL, CT	(146)
4. Danny Walker (Yam), DENVER, CO	(144)
5. Nick Ienatsch (Yam), LOS ANGELES, CA	(131)
6. Donald Hough (Yam), BOULDER, CO	(126)
7. Mike Sullivan (Yam), CENTRALIA, WA	(122)
8. Al Salaverria (Yam), SAN FRANCISCO, CA	(121)
9. Jason Paden (Yam), VALLEJO, CA	(104)
10. Jon Cornwell (Yam), CANADA	(95)

AMA/CCS 600cc SUPERSPORT SERIES (After 6 of 10 rounds)

1. Mike Smith (Hon), ROSWELL, GA	(189/4 wins)
2. Jamie James (Yam), ASHEVILLE, NC	(188/2 wins)
3. Steve Crevier (Kaw), CANADA	(171)
4. Mike Hale (Hon), CARROLLTON, TX	(164)
5. Gerald Rothman Jr. (Kaw), MANCHESTER, CT	(163)
6. Jason Pridmore (Yam), VENTURA, CA	(133)
7. Robert Wright (Hon), SANDY, UT	(121)
8. Randy Renfrow (Hon), FREDRICKSBURG, VA	(109)
9. Jon Cornwell (Hon), CANADA	(103)
10. Jamie Bowman (Hon), TEQUESTA, FL	(82)

AMA/CCS 750cc SUPERSPORT SERIES (After 6 of 10 rounds)

1. Britt Turkington (Suz), MCALLEN, TX	(194/2 wins)
2. Tom Kipp (Suz), MENTOR, OH	(180/3 wins)
3. Jason Pridmore (Yam), VENTURA, CA	(171)
4. James Randolph (Suz), SANTA ROSA, CA	(155)
5. Gerald Rothman Jr. (Kaw), MANCHESTER, CT	(153/1 win)
6. Fred Merkel (Kaw), STOCKTON, CA	(147)
7. Thomas Wilson (Yam), OREGON, OH	(99)
8. Aaron Yates (Suz), MILLEDGEVILLE, GA	(93)
9. Dean Mizdal (Yam), ARLINGTON HEIGHTS, IL	(91)
10. Aaron Lanningham (Kaw), SANDY, UT	(80)

AMA/CCS H-D TWIN SPORT SERIES (After 6 of 10 rounds)

1. Shawn Higbee (H-D), JAMESTOWN, NY	(201/3 wins)
2. Scott Zampach (H-D), MILWAUKEE, WI	(178/2 wins)
3. Andy Fenwick (H-D), NEENAH, WI	(169)
4. Billy Graef (H-D), SHEBOYGAN, WI	(153)
5. Matt Wait (H-D), LODI, CA	(125)
Shawn McNarry (H-D), CLEARWATER, FL	(125)
7. Chuck Blackmon (H-D), GREENWOOD, SC	(115)
8. Ronald McGill (H-D), DEVON, PA	(114)
9. Aaron Yates (H-D), MILLEDGEVILLE, GA	(102/1 win)
10. Brian Kohl (H-D); STRASBURG, OH	(97)

MOTOCROSS

AMA/CAMEL 250cc SX SERIES (After 15 of 15 rounds)

1. Jeremy McGrath (Hon), MURRIETA, CA	(335/9 wins)
2. Mike LaRocco (Kaw), SOUTH BEND, IN	(287/3 wins)
3. Mike Kiedrowski (Kaw), CANYON COUNTRY, CA	(271/2 wins)
4. Jeff Emig (Yam), RIVERSIDE, CA	(224)
5. Steve Lamson (Hon), POLLACK PINES, CA	(214)
6. Jeff Stanton (Hon), SHERWOOD, MI	(208)
7. Doug Henry (Hon), OXFORD, CT	(203)
8. Larry Ward (Yam), FLORENCE, SC	(200)
9. Brian Swink (Suz), REDDICK, FL	(182)
10. Michael Craig (Yam), LAKESIDE, CA	(176/1 win)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES
(After 8 of 8 rounds)

1. Damon Huffman (Suz), SAUGUS, CA	(176/2 wins)
2. Pedro Gonzalez (Kaw), LOS ANGELES, CA	(134/1 win)
3. Craig Decker (Hon), PALM DESERT, CA	(134)
4. Ryan Hughes (Kaw), ESCONDIDO, CA	(117/3 wins)
5. David Pingree (Hon), SCOTTSDALE, AZ	(72)
6. James Dobb (Kaw); CORONA, CA	(70)
7. Tony Graves (Hon), CRESWELL, OR	(58)
8. Cory Keeney (Kaw), POMONA, CA	(54)
9. Travis Hodges (Kaw), LAS CRUCES, NM	(46)
10. Jefferey Pestana (Hon), MONTEREY, CA	(45)

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES
(After 10 of 10 rounds)

1. Ezra Lusk (Suz), BAINBRIDGE, GA	(231/5 wins)
2. Jimmy Button (Suz), CORNING, NY	(219/3 wins)
3. Tim Ferry (Hon), W. PALM BEACH, FL	(176)
4. Mike Brown (Hon), GRAY, TN	(155/1 win)
5. Chad Pederson (Yam), FORT DODGE, IA	(145)
6. Robbie Reynard (Kaw), MOORE, OK	(119)
7. John Dowd (Yam), CHICOPEE, MA	(111)
8. Barry Carsten (Suz), BAYVILLE, NJ	(81)
9. Davey Yezek (Hon), MT. PLEASANT, PA	(74)
Jeff Dement (Yam), HUMBLE, TX	(74)

AMA NATIONAL CHAMPIONSHIP 250cc MX SERIES
(After 6 of 12 rounds)

1. Mike LaRocco (Kaw), SOUTH BEND, IN	(228/3 wins)
2. Mike Kiedrowski (Kaw), ACTON, CA	(267/3 wins)
3. John Dowd (Yam), CHICOPEE, MA	(181)
4. Jeremy McGrath (Hon), MURIETTA, CA	(167)
5. Kyle Lewis (Yam), ROSAMOND, CA	(163)
6. Brian Swink (Suz), REDDICK, FL	(140)
7. Jeff Matiasevich (Yam), LA HABRA, CA	(126)
8. Larry Brooks (Yam), EL CAJON, CA	(123)
9. Jimmy Button (Suz), CORNING, NY	(122)
10. Todd DeHoop (Hon), HUDSONVILLE, MI	(119)

AMA NATIONAL CHAMPIONSHIP 125cc MX SERIES
(After 6 of 12 rounds)

1. Steve Lamson (Hon), POLLOCK PINES, CA	(245/1 win)
2. Doug Henry (Hon), OXFORD, CT	(221/2 wins)
3.Ryan Hughes (Kaw), ESCONDIDO, CA	(212)
4.Jeff Emig (Yam), RIVERSIDE, CA	(211/2 wins)
5. Damon Huffman (Suz), SAUGUS, CA	209
6. Ezra Lusk (Hon), BAINBRIDGE, GA	(178)
7. James Dobb (Kaw), CORONA, CA	(140)
8.Tim Ferry (Hon), WEST PALM BEACH, FL	(113)
9. Craig Decker (Hon), PALM DESERT, CA	(106)
10. Mike Brown (Hon), GRAY, TN	(101)

WORLD CHAMPIONSHIP 125cc MX SERIES
(After 4 of 11 rounds)

1. Bob Moore (Yam), COSTA MESA, CA	(116)
2. Alessio Chiodi (Hon), ITALY	(114)
3. Pedro Tragter (Suz), HOLLAND	(102)
4. Mikael Pichon (Hon), FRANCE	(94)
5. Bader Manneh (Suz), SAN DIEGO, CA	(75)
6. Peter Beirer (Suz), GERMANY	(57)
7. Frederic Vialle (Kaw), FRANCE	(56)
8. Mauro Dal'Lago (Suz), ITALY	(53)
9. Mikael Maschio (Yam), FRANCE	(48)
10. Leon Giesbers (Suz), NETHERLANDS	(47)

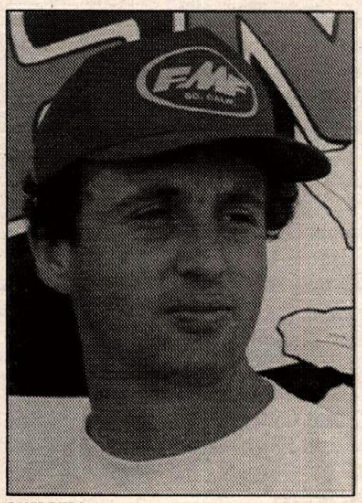
WORLD CHAMPIONSHIP 250cc MX SERIES
(After 6 of 15 rounds)

1. Stefan Everts (Kaw), BELGIUM	(189/4 wins)
2. Greg Albertyn (Suz), SOUTH AFRICA	(184/2 wins)
3. Donny Schmit (Yam), RAMSEY, MN	(160/1 win)
4. Marnicq Bervoets (Suz), BELGIUM	(127)
5. Yves Demaria (Hon), FRANCE	(120).
6. Werner DeWit (Suz), BELGIUM	(113)
6. Kurt Nicoll (Hon), GREAT BRITAIN	(113)
8. Trampas Parker (KTM), SHREVEPORT, LA	(98)
9. Joakim Karlsson (Kaw) SWEDEN	(87)
10. Tallon Vohland (Hon), SACRAMENTO, CA	(71)

WORLD CHAMPIONSHIP 500cc MX SERIES
(After 4 of 12 rounds)

1. Marcus Hansson (Hon), SWEDEN	(113)
2. Joel Smets (Ver), BELGIUM	(110)
3. Jacky Martens (Hus), BELGIUM	(107)
4. Gert Jan Van Doorn (Hon), HOLLAND	(78)
5. Ronny Weustenraed (Hon), BELGIUM	(77)
6. Johan Boonen (Kaw), BELGIUM	(61)
7. Billy Liles (Hon), ATLANTA, GA	(51)
8. Siegfried Bauer (Kaw), AUSTRIA	(46)
9. Jeremy Whatley (Hon), GREAT BRITAIN	(40)
10. Gerald Delepine (Hon), BELGIUM	(36)

OFF-ROAD



DAVIDE TROLLI

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES
(After 4 of 9 rounds - best 7 finishes count toward series c'ships)

1. Rodney Smith (Suz), OAKLEY, CA	(103/3 wins)
2. Thomas Norton (Kaw), NORFOLK, MA	(82)
3. Scott Summers (Hon), PETERSBURG, KY	(46)
4. Ron Naylor (ATK), REDDING, CA	(39)
Eric Mashbir (Hus), OAKLAND, CA	(39)
6. Patrick Garrahan (Kaw), BOULDER CREEK, CA	(35)
7. Jason Dahners (Hon), REDMOND, WA	(32)
8. Randy Hawkins (Suz), TRAVELERS REST, SC	(30/1 win)
9. Brian Garrahan (Hon), BOULDER CREEK, CA	(28)
10. Scott Plessinger (KTM), HAMILTON, OH	(25)

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 6 of 9 rounds - best 7 finishes count toward series c'ships)

1. Steve Hatch (Suz), ITHACA, N.Y.	(146/3 wins)
2. Kevin Hines (CRE), WESTON, MA	(133/2 wins)
3. Randy Hawkins (Suz), TRAVELERS REST, SC	(112/1 win)
4. Jeff Russell (KTM), MORGANTOWN, WV	(99)
5. Kelby Pepper (Kaw), CENTER, CO	(75)
6. Terry Cunningham (Yam), ATHENS, OH	(74)
7. Matt Stavish (KTM), SLAINE, MN	(59)
8. Alan Randt (KTM), LANSING, MI	(45)
9. Ty Davis (Kaw), HESPERIA, CA	(37)
10. Danny Hamel (Kaw), BOULDER CITY, NV	(32)

AMA NATIONAL CHAMPIONSHIP OBSERVED TRIALS SERIES
(After 1 of 8 rounds - best 5 finishes count towards c'ship series)

1. Ryan Young (G-G), WILLIAMSPORT, PA	(30)
2. Geoff Aaron (Bet), WEST REDDING, CT	(25)
3. Raymond Peters (Apr), BEAVER DAMS, NY	(21)
4. Jess Kempkes (G-G), LINCOLN, NE	(18)
5. Lonny Hallsted, TIGARD, OR	(16)
6. Ronald Commo Jr. (Bet), VERGENNES, VT	(14)
7. John Clark (Mon), HUNTSVILLE, AL	(15)
8. Matthew Moore, SAPULPA, OK	(11)
9. Brian Nagengast (Bet), E. BERNE, NY	(12)
10. Andrew Bingham, ALBUQUERQUE, NM	(11)

AMA NATIONAL C'SHIP RELIABILITY ENDURO SERIES
(After 7 of 8 rounds)

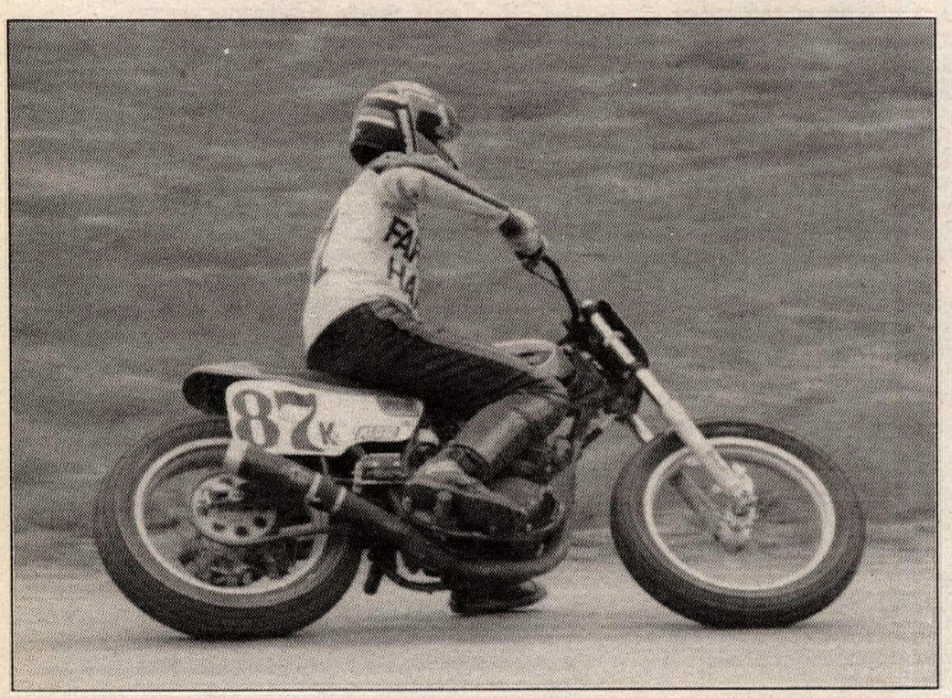
1. Rodney Smith (Suz), OAKLEY, CA	(165/3 wins)
2. Randy Hawkins (Suz), TRAVELERS REST, SC	(147/1 win)
3. Ty Davis (Kaw), HESPERIA, CA	(94/1 win)
4. Danny Hamel (Kaw), BOULDER CITY, NV	(91/1 win)
5. David Rhodes (Kaw), RENTON, WA	(78)
6. Davide Trolli (Kaw), HESPERIA, CA	(69)
7. Fred Andrews (Yam), SALEM, OH	(50)
Larry Roeseler (Kaw), HESPERIA, CA	(50)
9. Fred Hoess (Hus), STANHOPE, NJ	(46)
10. Jason Dahners (Hon), RENTON WA	(42)

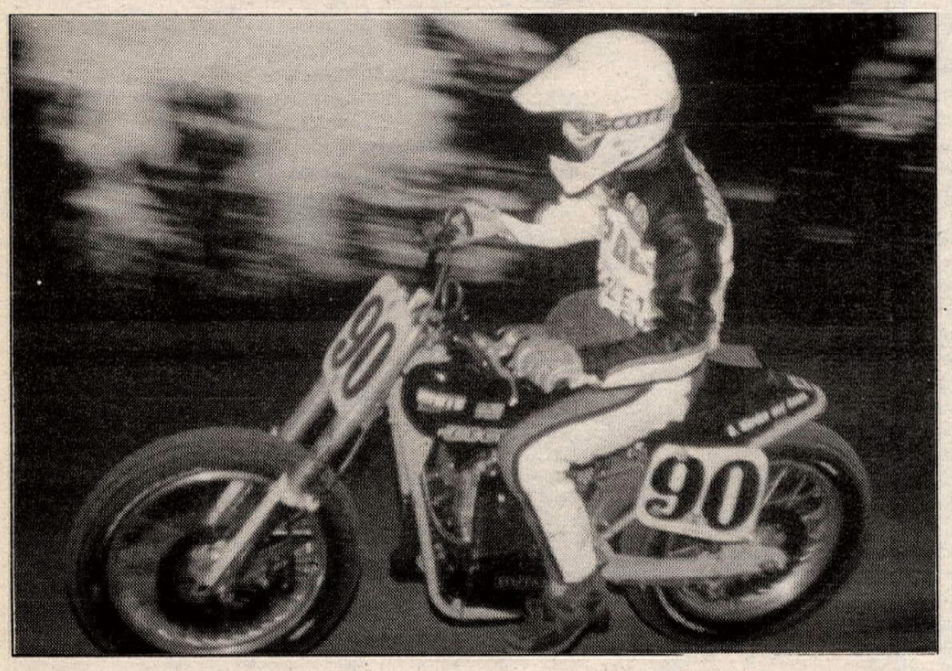
AMA NATIONAL C'SHIP HARE & HOUND SERIES
(After 4 of 7 rounds - best 5 finishes count toward series c'ships)

1. Ty Davis (Kaw), HESPERIA, CA	(105/1 win)
2. Danny Hamel (Kaw), BOULDER CITY, NV	(90/3 wins)
3. Dan Richardson (Hon), HUNTINGTON BEACH, CA	(79)
4. Greg Zitterkopf (KTM), CHINO, CA	(50)
5. David Ondas (Kaw), HUNTINGTON BEACH, CA	(48)
6. Destry Abbott (KTM), GLENDALE, CA	(42)
7. Todd Hoy (KTM), RANCHO PALOS VERDES, CA	(39)
8. Jeff Capt (Hon), CHINO, CA	(38)
9. James Gray (KTM), GUNNISON, CO	(34)
Paul Krause (Kaw), SANTA ANA, CA	(34)

GRAND NATIONAL CROSS COUNTRY C'SHIP SERIES
(After 4 of 12 rounds - best 9 finishes count toward series c'ships)

1. Fred Andrews (Yam), SALEM, OH	(76/2 wins)
2. Thomas Norton (Kaw), NORFOLK, MA	(69)
3. Scott Plessinger (KTM), HAMILTON, OH	(54)
4. Doug Blackwell (Kaw), WASHINGTON, WV	(48)
5. Scott Summers (Hon), PETERSBURG, KY	(38)
Scott Phelps (Yam), PETERSBURG, KY	(38)
7. Tim Shephard (Yam), HAMILTON, OH	(35)
8. Gene O'Nail (Kaw)	(34)
9. Larry Roeseler (Kaw), HESPERIA, CA	(31)
10. Steve Hatch (Suz), ITHACA, NY	(30)





(Top) Billy Hoffmiester handily topped the Open Pro main event at the Cambridge Short Track. (Above) Clint Vahsholtz was the fastest rider at the Pikes Peak Hillclimb, scoring the Open Pro class win and setting a record time for the second-straight year.

Pikes Peak Hillclimb

Vahsholtz breaks record at Pikes Peak

By Bruce Taylor
Photo by Mark Kariya

COLORADO SPRINGS, CO, JULY 4

Clint Vahsholtz apparently has a handle on what it takes to win the Pikes Peak Hillclimb, as the Wood-Rotax rider again posted the win in the Open Pro class with a time of 12:21.13, which set another new record and duplicated his victory/record combination of last year.

Motorcycles have been racing up Pikes Peak since 1936, and on the Fourth of July they again joined stock cars, open wheel cars, trucks and others for a dash to the summit.

The three-day event saw the bikes practice on the upper half of the course on Saturday from daylight till 9 a.m. On Sunday, they practiced and qualified on the lower half of the 12.4-mile road.

The race, itself, started where the pavement ended at 9402 feet, with riders in waves of five climbing 4708 feet to the 14,410-foot summit. Road conditions varied from blue-groove traction laid down by the cars that went earlier in the program to thin, loose granite gravel on top of hard-packed dirt. Open Pro rider Vahsholtz described the loose parts as something like dirt on top of asphalt.

The Open Pro race looked to be an even match between five favored riders, with former champions Vahsholtz, Brian Anderson and Arlo Englund being challenged by hard-charging Davey Durelle and second-fastest qualifier Paul Zinke. The start and first two miles were a scramble among the five, with Englund uncharacteristically getting out of shape before settling down into a typically smooth and fast pace. Anderson was not a threat after the picnic ground, and just tried to keep Durelle, Vahsholtz and Englund in sight. But when Englund's motor went away, Anderson passed him.

Meanwhile, Durelle had a big lead, but was evidently feeling pressured by former champion and record holder Vahsholtz, and went off the road in a fast turn near the top. A charging Vahsholtz was treated to the sight of Durelle rolling down the road towards him while trying to restart a stalled engine. Durelle had enough road left to make a run for first, but Vahsholtz had the know-how and was able to convert the mistake into a win, powering through the lasers 13 seconds ahead of Durelle.

Most of the fast qualifiers did well on race day. In the Open Amateur class, fast qualifier Mickey Alzola ran away from the competition from beginning to end during his run.

Alzola, a 54-year-old stuntman from Newhall, California, was riding an ATK 500 set up by former TT triple-crown winner Eddie Mulder, who lowered Alzola's ATK suspension in a move used by a number of other competitors who have noticed the success of flat-track riders here.

Third-fastest 250cc Amateur qualifier Mark Erickson, on a KDX250, beat Don Bruner by 14 seconds for the class win with a time of 13:50.10.

The 250cc Pro class featured Colorado riders in the top-three finishing positions with an exciting race for second. Chuck Hopper pulled steadily away from Chuck Lee and Wayne Intermill at the picnic ground, about a third of the way up, en route to the class win, leaving the other two riders to battle for second place. Lee, who had a cast removed last Monday after recovering from a seriously fractured lower leg, pulled Intermill on all the straights, while Intermill would pass Lee in the turns. After two of the switchbacks near the top of the mountain, Intermill closed in on Lee going into the left-hand sweeper at the finish, and kept the gas on long enough to pass him a few feet beyond the finish. But the laser timer broke for Lee first, just 17 hundredths of a second ahead of Intermill. CN

Results

OPEN PRO: 1. Clint Vahsholtz (W-R); 2. Davey Durelle (W-R); 3. Brian Anderson (W-R); 4. Paul Zinke (W-R); 5. Randy Triplett (W-R).

250 PRO: 1. Chuck Hopper (Suz); 2. Chuck Lee (Hon); 3. Wayne Intermill (Yam); 4. Michael Jones (Yam); 5. Robert Faust (Yam).

OPEN AM: 1. Mickey Alzola (ATK); 2. Tracy Smith (Hon); 3. Scott Dunlavey (Yam); 4. Tim Lee (Hon); 5. Paul Johnson (Tri).

250 AM: 1. Mark Erickson (Kaw); 2. Don Bruner (Yam); 3. John McClelland (Yam); 4. Larry Kleinschmidt (Yam); 5. David Wolleston (Yam).

Hoffmiester handles Cambridge Short Track

By Tim McBride

CAMBRIDGE, MN, JUNE 18

Winning the Open Pro main event seemed just like another day at the office for Faribault H-D/Reynolds Printing-sponsored Billy Hoffmiester. The longtime AMA dirt track Expert notched his second win in a row of the Dirt Track Riders Association's Championship Short Track Series, held at the Isanti County Fairgrounds.

Two heats set the grid for the Open Pro main. At the start, heat-one winner Hoffmiester got right down to business and grabbed the holeshot. Mike Hoh, heat-two winner Tony Kohner, Dan Zitur, Kurt Boehlke, Eric Brouhard and the rest of the pack all gave chase as they thundered down the back chute. By lap two, Hoffmiester had opened up a sizable lead, while the rest of the field continued to sort itself out. At the midway point, two separate battles were taking place. Kohner was holding off a hard-charging Boehlke for second, while Hoh had his hands full with Brouhard challenging him for fourth. Zitur had faded.

Hoffmiester cruised home the winner, while Boehlke continued to pressure Kohner for second place, the Pro-Am dirt tracker remaining unflappable. Hoh and Brouhard finished a strong fourth and fifth. Verdeen Langland, Randy Triplett, Zitur, Norb Gregory and wild-card entrant Marcus Bauer completed the finishing order.

The only double-class winner of the evening was Paul Kerkes from Larson's Cycle Supply in Cambridge. After topping the Novice class, Kerkes went on to win the Open MX class by a comfortable margin.

Crowd favorite Elizabeth "Bitsy" Kantor showed her male counterparts in the 250cc B class the fast way around the track from start to finish. Her closest competitor, Marcus Bauer, crashed out of contention on lap three, allowing her to breeze to the checkers.

One of the most eventful races of the night was the Open B final. Buzz Arndt led every lap with Tim Gregory and Lee Fealey hot on his heels. At the exit to turn four of the last lap, Arndt's machine sputtered momentarily, allowing Gregory to slip by for the win just ahead of Fealey. Arndt recovered in time to finish third.

Results

OPEN A: 1. Billy Hoffmiester (H-D); 2. Tony Kohner (Rtx); 3. Kurt Boehlke (W-R); 4. Mike Hoh (Rtx); 5. Eric Brouhard (H-D).

OPEN B: 1. Tim Gregory (Hon); 2. Lee Fealey (Yam); 3. Buzz Arndt (Yam); 4. Marcus Bauer (Hon); 5. Tim Zemanovic (Hon).

NOV: 1. Paul Kerkes (Hon); 2. Quentin Blomberg (Hon); 3. Marty Mataya (Yam); 4. Tim Bohman (Hon); 5. Arnold Meyer (Hon).

SR: 1. Buzz Arndt (Yam); 2. Phil Lambrecht (Yam); 3. Joel Gulbranson (Yam); 4. Frank Radloff (BSA); 5. Joe Blackwell (Yam).

30+: 1. Lee Fealey (Yam); 2. Dave Jenkins (Yam); 3. Marty Mataya (Yam); 4. Dave Koch (Hon); 5. John Peterson (Yam).

50: 1. Jacob Mataya (Itj); 2. Josh Koch (Yam); 3. Travis Henrichs (Yam); 4. Luke Barthold (Suz); 5. Kevin Anderson (Yam).

80: 1. Jeremy Rinerson (Yam); 2. Adam Henrichs (Hon); 3. Keegan Iverson (Suz).

250 A: 1. Verdeen Langland (Hon); 2. Tim Gregory (Hon); 3. Tim Zemanovic (Hon).

250 B: 1. Bitsy Kantor (Yam); 2. Greg Lunde (Yam); 3. Joel Gulbranson (Yam); 4. Randy Thisle (Kaw); 5. Marcus Bauer (Hon). OPEN MX: 1. Paul Kerkes (Hon); 2. Tim Bohman (Hon).

250 MX: 1. Quentin Blomberg (Hon); 2. Arnold Mercer (Hon).

TWIN: 1. Buzz Arndt (Kaw); 2. Greg Lunde (Yam); 3. Frank Radloff (BSA); 4. Joe Blackwell (Yam).

STK FRM: 1. Dave Koch (Hon); 2. Dave Jenkins (Yam); 3. Phil Lambrecht (Yam).

"Ironman" Kieffer wins three at Firebird Road Race

By Naomi Bourne

CHANDLER, AZ, JUNE 18-19

Dale Kieffer didn't battle his rival road racers at Firebird International Raceway nearly as much as he battled his own limitations on a weekend when temperatures exceeded 105 degrees. Kieffer displayed a will and constitution of iron by entering 10 events, and winning three of them.

The heat kept the AMA/CCS Southwest Region grids small, and sprint races were shortened by two laps, but Kieffer was running back-to-back events, for the most part, on Sunday. After winning the morning's Middleweight GP, he cruised a few laps (to accumulate points) and pulled off the track in the Unlimited Supersport. In the next race, Kieffer was back, taking second place in the Lightweight Superbike class on a 1988 Yamaha FZR400, despite the fact that he rode the race on under-inflated tires. In Heavyweight Supersport, Kieffer passed Kye Gunn in the chicane on the last lap, and motored on to win.

Tucson's Fast Unlimited team made a last-minute decision to load a borrowed CBR600 before heading to Firebird. That fortuitous decision enabled Gunn, the team's top rider, to snag Honda's $300 first-place contingency purse in the Middleweight Supersport class. The shock and brake lines on the bike were stock, but Gunn still managed to log a 1:13.90 on it during one clear lap around the track. Gunn took the lead from Stu Morrison on lap seven, but Morrison stayed on his tail. Then the riders encountered lapped traffic, which gave Gunn an advantage. He crossed the finish line three bike lengths ahead of Morrison.

John Burgoyne made it two for two when he won the Unlimited GP for the second consecutive time this year. Burgoyne took the holeshot and held off second-placed Kieffer for the first three laps. Kieffer took over the lead in the back esses, but his CBR600 was no match for Burgoyne's CBR900RR down the straight, and Burgoyne was soon in front again. Kieffer kept within two bike lengths of Burgoyne until lap 12, when his shift lever came loose. Burgoyne took the checkered flag, while Kieffer cruised to a distant second place.

Results

M/W GP EX: 1. Dale Kieffer (Hon); 2. Tom Hull (Duc); 3. Roger Heemsbergen (Hon); 4. Michael Noschese (Kaw); 5. Marcus Hubbard (Suz).

M/W GP AM: 1. Chris Taylor (Yam); 2. Joseph Demko (Hon); 3. Todd Fennell (Hon); 4. Todd Bushey (Suz); 5. John Jewett (Hon).

U/L SS: 1. M. Ben Welch (Yam); 2. Craig Arcuri (Yam); 3. Lenny Beckman (Suz); 4. Chuck Dixon (Hon); 5. Shawn Bushey (Suz).

L/W S/BK EX: 1. Joseph Shelton (Yam); 2. Dale Kieffer (Yam); 3. Jeff Leonard (Yam); 4. Craig Arcuri (Yam).

L/W S/BK AM: 1. John Brooks (Hon).

M/W S/BK EX: 1. Stu Morrison (Hon); 2. Tom Hull (Duc); 3. Dale Kieffer (Hon); 4. Marcus Hubbard (Suz); 5. Dale Whelan (Hon).

M/W S/BK AM: 1. Martin Eden (Hon); 2. Chris Taylor (Yam); 3. Terry Wadkins (Hon); 4. Michael Snyder (Hon); 5. Joseph Demko (Hon).

H/W S/BK EX: 1. Craig Arcuri (Yam); 2. M. Ben Welch (Yam); 3. Lenny Beckman (Suz); 4. Dale Whelan (Hon); 5. Jim Cox (Hon).

H/W S/BK AM: 1. Martin Eden (Hon); 2. Mark Ledesma (Kaw); 3. Jason Collins (Kaw); 4. Andrew Lutz (Suz); 5. Fred Schell (Kaw).

SPTSMN EX: 1. Joe Kingman (Yam); 2. M. Ben Welch (Yam).

SPTSMN AM: 1. John Brooks (Hon); 2. Jon Lacey (Yam); 3. Terry Henkles (Hon); 4. David Park (Kaw); 5. John Lansden (Cag).

H/W S/TW EX: 1. Tom Hull (Duc); 2. Roger Heemsbergen (Hon); 3. Jim Cox (Hon); 4. Doug Schmitz (Hon); 5. Sam Wagenseller (Hon).

H/W S/TW AM: 1. Charles Mitchell (Hon).

H/W SS EX: 1. Dale Kieffer (Hon); 2. Kye Gunn (Yam); 3. Craig Arcuri (Yam); 4. M. Ben Welch (Yam); 5. Dale Whelan (Hon).

H/W SS AM: 1. Martin Eden (Hon); 2. Andrew Lutz (Suz); 3. Terry Wadkins (Hon); 4. Jason Collins (Kaw); 5. Mark Ledesma (Kaw).

L/W GP EX: 1. Joseph Shelton (Yam); 2. Jeff Leonard (Yam); 3. Craig Arcuri (Yam); 4. Dale Kieffer (Yam).

L/W GP AM: 1. David Stansel (Kaw); 2. Michael Hoppe (Yam); 3. Gary Jones (Yam); 4. Doug Carter (Yam).

M/W SS EX: 1. Kye Gunn (Hon); 2. Stu Morrison (Hon); 3. Dale Kieffer (Hon); 4. Marcus Hubbard (Suz); 5. Michael Noschese (Kaw).

M/W SS AM: 1. Martin Eden (Hon); 2. Terry Wadkins (Hon); 3. Chris Taylor (Yam); 4. Rick Stratton (Hon); 5. John Jewett (Hon).

L/W SS EX: 1. Craig Arcuri (Yam); 2. Jeff Leonard (Yam);

L/W S/TW EX: 1. Roger Heemsberger (Hon); 2. Jim Cox (Hon); 3. Sam Wagenseller (Hon).

L/W S/TW AM: 1. Charles Mitchell (Hon); 2. David Stansel (Kaw).

U/L GP: 1. John Burgoyne (Hon); 2. Dale Kieffer (Hon); 3. Tom Hull (Duc); 4. Lenny Beckman (Suz); 5. Dale Whelan (Hon).

SOLO GTU EX: 1. Dale Kieffer (Hon); 2. Jeff Leonard (Yam); 3. Mike Watrus (Hon); 4. Chuck Dixon (Hon); 5. Marcus Hubbard (Suz).

SOLO GTU AM: 1. Martin Eden (Hon); 2. Rick Stratton (Hon); 3. Todd Bushey (Suz); 4. John Jewett (Hon); 5. Michael Hoppe (Suz);

SOLO GTO EX: 1. Tom Hull (Duc); 2. Craig Arcuri (Yam); 3. M. Ben Welch (Yam); 4. Dale Whelan (Hon); 5. Shawn Bushey (Suz).

SOLO GTO AM: 1. Martin Eden (Hon); 2. Jason Collins (Kaw); 3. Scott Boek (Hon); 4. Fred Schell (Kaw); 5. Jason Collins (Kaw).

Collier collars COCR MX

By Rupert F. Pellett

SUGAR GROVE, OH, JUNE 4

Tommy Collier came from behind in both motos to secure a sweep in the 250cc A class and take the overall win during the COCR event at the Sugar Grove MX facility.

In the combined 250ccA/25+ class, Robbie Sturgell and his mighty Kawasaki pulled a customary holeshot with Collier tucking in on his rear fender. Collier got tired of following and shot by in the back whoop section to open up a small lead. Not to be outdone, Sturgell held on the gas over the fenceline spectator triple and sailed by while Collier only doubled it, and the battle was on. Collier closed in on Sturgell and slipped by as Sturgell fell in a corner, then Collier rode off at a blistering pace and won despite having a mishap of his own in the "dirty half-dozen," which is a tricky set of six jumps that requires excellent timing to double through.

In the 25+ class, it was Joey Defelice and his Kawasaki pulling off the great start and he ran off and hid from the rest of the pack to take an easy win.

In the second 250cc A/25+ class moto, Sturgell again got the jump on the pack with Collier in tow. Collier followed Sturgell's green machine until he found an opening on the inside of the course's farthest corner after the massive backfield tabletop, then jammed his way past into an ever increasing lead and rode off with the overall win.

The second moto of the 25+ class was uneventful, with Defelice once again running off with the moto and the overall win over Steve Kiesler and Jindrich Gref.

Results

MICRO: 1. Austin Rohr (KTM); 2. Joey Pellett (KTM); 3. Nick Carroll (Yam);4. Kyle McKenzie (Yam).

65: 1. David Whitcraft (Kaw); 2.Chris Whitcraft (Kaw); 3.Andy Willard (Kaw);4. Derek Sturgell (Kaw).

JR MINI: 1. Corey Arnold (Kaw); 2. David Whitcraft (Yam); 3. Chris Whitcraft (Kaw);4. Andy Willard (Kaw).

SR MINI: 1. Mark Burkhart (Hon); 2. Chris Berry (Yam); 3. Robert Welch (Kaw);4. Justin Weber (Kaw).

SCHBY: 1. Jason Frecker (Hon); 2. Jeremy Wittekind (Hon); 3. Chris Berry (Yam);4. Robert Welch (Kaw).

125C: 1. Brad Snyder; 2. Mark Picirillo; 3. Tony Brown; 4. Darrell Pitsinger.

125 B: 1. Jason Frecker; 2. Glenn Delong; 3. Todd Mouser; 4. Chris Turner.

125 A: 1. Ray Denig (Kaw); 2. Tommy Collier (Suz); 3. Mike Blair (Yam); 4. DickieHoy (Hon).

250 C: 1. David Picirillo; 2. Chuck Kilkenny; 3. Estel Walton; 4. Fred Stumbo.

250 B: 1. Richard Robinson; 2. John Repenning; 3. Craig Billingsley; 4. Gary Winters.

250 A: 1. Tommy Collier (Suz); 2. Robbie Sturgell (Kaw).

17-24: 1. Robbie Sturgell (Kaw); 2. Brian Litten (Yam); 3. Todd Mouser (Kaw);4. Greg Lusk (Suz).

25+: 1. Joey Defelice (Kaw); 2. Steve Kiesler (Hon); 3. Jindrich Gref (Hon);4. Mitch Keller (Yam).

30+: 1. Richard Robinson; 2. Mitch Keller; 3. Tom A Hawk; 4. Gene Hodge.

40+: 1. Rick Oxley; 2. Larry Shumaker; 3. Larry Berry.

Winters hot at Oneonta Trial

By Don Allis

ONEONTA, NY, JUNE 26

AMA District 4 Trials Committee round five in Onenonta again saw a new winner in the Expert class; Keith Winters took top honors with a total of 88 points over George Brinkwart with 92 points.

Chris Arnold finished third with a total of 96 points. He'd led the first two loops with a total of 40 points, only to have the lead taken from him on the third loop. Both Winters and Brinkwart were tied for the lead after three loops with 56 points each. Arnold was close with 57 points. Winters made his move on the fourth loop with the lowest loop score of the day: 13 points.

Section eight was the one that separated these three riders. The section started with a

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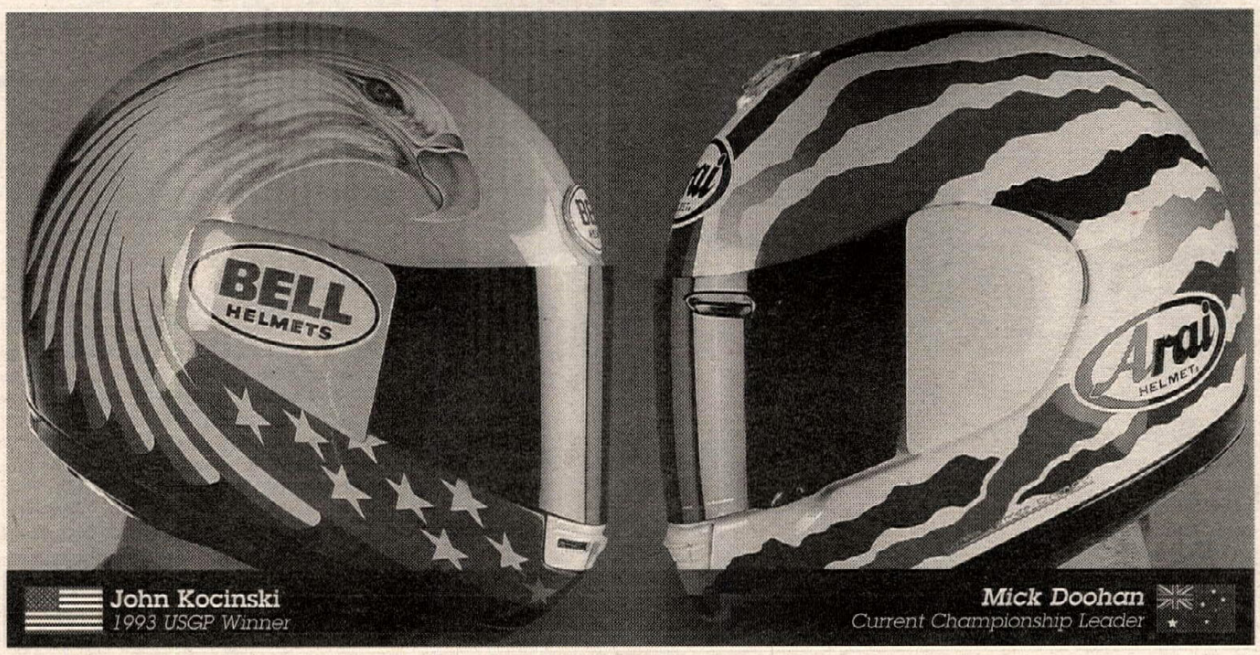

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(Above) Denny Stephenson (27) hops past Chris Hunter (500) in the Open Outlaw class at the Northeast Kansas MX. Stephenson took the overall win in the class and topped the 125 and 250cc A classes as well. (Left) Randy Anderson (98V) cuts inside, while Alex Spinelli (6V) looks for greener pastures up high in the combined Vet class at LACR. Anderson won the Vet Novice class, while Spinelli was runner-up in Vet Intermediate.

climb up a three-foot rock face, which none of the riders had any problem with. The section then went back down the rock face and turned 180 degrees to a six-foot sheer rock-face climb with a short approach that was loose soil and, rocks. It was on this rock face that Winters was able to make a difference between himself and Brinkwart. Winters dropped a total of eight points in this section, while Brinkwart and Arnold dropped 13 and 15 points, respectively.

The Advanced class saw Matt Hughson soundly beat his closest competitor, David M. Reed, with a score of 79 points to 100 points. Section five was where Hughson beat Reed, which was the second section in a double or continuous section that featured many turns on the rolling sidehill and finished with a rocky hillclimb.

The Intermediate Class winner was Charlie Camin with 49 points. Close behind in second place was David Knapp with 54 points. Section six was tight for the Intermediate riders; many found it hard to get set up for the obstacles in that section. Camin dropped seven points to secure the win, while Knapp dropped 10 points total.

Results

EX: 1. Keith Winters (88); 2. George Brinkwart (92); 3. Chris Arnold (96).

ADV: 1. Matt Hughson (79); 2. David M. Reed (100); 3. Regan Faught (119); 4. John Jelliff (146).

INT: 1. Charlie Camin (49); 2. David Knapp (54); 3. Jonah Leon (64); 4. Paul Treharne (65); 5. Fred Wood (85).

SR A: 1. Laverne Bowen (46); 2. Robert Kuzneski (52); 3. Carl Peters (89); 4. Stephen Fedorka (98).

NOV: 1. Noah Leon (22); 2. Steve Jackson (50); 3. John Pileski (61); 4. Rick Van Alstine (61); 5. Gary King (61).

SR B: 1. Robert Schrader (27); 2. Chester Covert (31); 3. Pat McGraw (36); 4. Don Allis (49); 5. Ted Vandermark (73).

S/SR: 1. Larry L. Lovell (46); 2. Ron Bors (49); 3. John Knapp (60).

TW SHOCK: 1. Richard Oliver (49); 2. Gary Brogdale (50); 3. John Stark (67); 4. Kevin Vanhentenryc (109).

VINT: 1. Edward Lorenz (12).

LACR MX kudos to Konkol

By Greg Robertson

PALMDALE, CA, JUNE 26

Yamaha YZ250-mounted Tim Konkol was unstoppable as he parlayed a perfect 1-1 score to claim the Jr. Vet Novice class win during California Racing Club's Sunday motocross at Los Angeles County Raceway.

Konkol jumped out to an early first-moto lead followed by J. Erickson and Lee Saul. Erickson closed to within striking distance of Konkol and would hound the leader for the next few laps, looking for a place to pass. With a couple of laps remaining, Konkol was able to shake Erickson and pull out a two-turn advantage by the time the black and white flew.

Saul nailed the second-moto holeshot, but Konkol and Erickson quickly reeled him in to make it a three-way battle for the lead. Erickson used an inside line after the Kal-Gard Tower jump to move past Saul and run out front. Konkol zapped Saul a turn later to move him back to third.

Erickson and Konkol pulled away from the others as they fought for the top spot. A lap later, Erickson and Konkol tried to occupy the same line at the same time and ended up in a pile on the ground. Saul found himself in the lead once again.

Saul's lead was short-lived, however, as Konkol made a speedy recovery and drove around Saul in a corner a lap later. Erickson followed suit with a pass on Saul in the following turn for second place. Konkol then picked up the pace a notch and pulled clear of Erickson to take the checkered flag with 10 seconds to spare. Erickson held on for second over Saul.

Results

P/W B-2: 1. Lil Mc D (Yam); 2. Joseph Herrera (KTM).

P/W B-1: 1. Jared Tebo (Yam).

60 (0-8): 1. Daryl Ecklund (Kaw); 2. Anthony Barbacovi (Kaw).

60 (9-11): 1. Kit Kunath (Kaw).

80 BEG: 1. Blake Mitchell (Suz).

80 (7-11): 1. Shane Smith (Suz); 2. Shane Mitchell (Kaw); 3. Kevin Jennings (Kaw).

80 (12-13): 1. Cliff Jennings (Kaw).

80 (14-16): 1. George La Monte (Suz); 2. Nick Butterworth (Yam).

125 BEG: 1. Greg Andrew (Suz).

125 NOV: 1. Chris Neitzel (Suz); 2. Matt Tittlemier (Yam); 3. Shaun Mitchell (Kaw).

125 INT: 1. Nick Mairose (Suz); 2. Michel Becke (Suz).

250 BEG: 1. Rick Nolte (Suz); 2. Jacob Sutton (Kaw).

250 NOV: 1. Tim Konkol (Yam).

250 INT: 1. Robbie Dunham (Yam).

JR VET BEG: 1. John Butler (Hon); 2. Philip Kuhn (Yam).

JR VET NOV: 1. Tim Konkol (Yam); 2. J. Erickson (Hon); 3. Lee Saul (Suz).

VET BEG: 1. B.K. Davis (Hon); 2. Ress Benson (Hon); 3. Larry Williams (Hon)

VET NOV: 1. Randy Anderson (Yam); 2. Tim Mitchell (Kaw); 3. John Stich (Kaw); 4. John Pindard (Hon).

VET INT: 1. James Coppedge (Yam); 2. Alex Spinelli (Yam).

VET EX: 1. Leo Saul (Suz); 2. Jerome Gibson (Yam).

SR EX: 1. Bob Dunham (Yam).

OT NOV: 1. Bob Klatt (Kaw); 2. Frank Derby; 3. Herb Kade.

OT AM: 1. Hank Owen (Hon); 2. Fred Kalmick (Kaw); 3. Chuck Rowe; 4. David Breetwor (Hus); 5. John Craft.

OT EX: 1. Keith Phillips (Kaw); 2. Bob Sherred (Yam); 3. Scott McDonall (Hon): 4. Ken Beach (Hon); 5. Richard Bealer (Yam).

OT MSTR: 1. Scott Freeman (Yam); 2. Mike Chesbro (Hon); 3. Ken Renaux (Yam); 4. Joe Brown (Yam).

Stephenson tops at NEK MX

By Kelly Kisicki
Photo by Rod Pickens

WESTMORELAND, KS, JUNE 19

American Suzuki's Denny Stephenson won all six motos in which he competed to lock up three classes including the 125cc A and Open Outlaw divisions during round eight of the Outlaw Motocross Series at the Northeast Kansas track.

When the gate dropped for the first 125cc Expert moto, Marty Cason grabbed the holeshot followed by Chris Hunter and Chad Spidell. Stephenson stuck it in the mud through the first turn and brought Jeff Ferrin and Steve Howe down with him. This gave Cason, Hunter and Spidell an extra edge. Stephenson took some extra time restarting his bike, but once up he began a hard charge to the front and caught up to Hunter with only two turns to go until the checkered flag. It appeared that Hunter was going to hold on for the win, but as the two riders entered the whoops, Hunter tried to shut the door on Stephenson. His effort was in vain, however, as Stephenson squeezed by to take the win.

The second moto saw Stephenson grab the holeshot, while Hunter got sandwiched between Stephenson and Cason, and went down hard. His bike too badly mangled, Hunter was unable to rejoin the race. Stephenson took an easy win followed by Howe and Cason.

Hunter nailed the start in the first Open Outlaw moto followed closely by Stephenson, Ferrin, Cason and Rob Robey. Stephenson grabbed the lead on the first lap and held it for the win, and Hunter maintained second. Ferrin had given up third to Cason in the downhill drop-off section, then with only a lap to go, Howe passed Cason and Ferrin in the whoops section to take third place on the the last lap.

On the second-moto start, Hunter once again grabbed the holeshot. Stephenson made his move on Hunter going to the inside of the uphill whoops, pushing him back. Howe out-motored Cason to end up in third again. Cason had fourth place locked up until he got cross-rutted, which allowed Ferrin and Robey to get by.

Results

P/W: 1. Craig Royce (Yam); 2. Trent Mermis (KTM); 3. Alan Peterson (Yam); 4. Josh Kulick (Yam); 5. Josh Adams (Yam).

60: 1. Boomer Jones (Kaw); 2. Travis Shilling (Kaw); 3. Travis Murray (Kaw); 4. Tyler Craig (Kaw); 5. Jared Robey (Kaw).

80 A: 1. Eric Fritzson (Kaw); 2. Billy Pagr (Suz).

80 B: 1. Nick Delozier (Kaw); 2. Travis Shilling (Kaw); 3. Josh Brychta (Hon); 4. Boomer Jones (Kaw); 5. Stuart Raaf (Kaw).

80 C: 1. Travis Murray (Kaw); 2. Dayne Eaton (Suz); 3. Justin Kulick (Hon); 4. Jason Arrick (Hon); 5. Gabe Murray (Kaw).

125/250 BEG: 1. Brian Coffman (Suz); 2. Craig Moody (Kaw); 3. Matt Taylor (Suz); 4. Matt Rothfuss (Hon); 5. Leonard Berz (Hon).

125 A: 1. Denny Stephenson (Suz); 2. Chad Spidell (Kaw); 3. Steve Howe (Kaw); 4. Marty Cason (Suz); 5. Chris Hunter (Suz).

125 B: 1. Jason Magnett (Hon); 2. Tim Peterson (Suz); 3. Dennis Frauendorfer (Suz); 4. Tyson Chamberlain (Suz); 5. Bill Holding (Suz).

125 C: 1. Darin Fritzson (Kaw); 2. Jeff Patchin (Hon); 3. Michael Everhart (Kaw); 4. Bill Fenton (Kaw); 5. Joe Bott (Kaw).

250 A: 1. Denny Stephenson (Suz); 2. Chris Hunter (Suz); 3. Chad Spidell (Kaw); 4. Paul Hunter (Suz); 5. Mark Moock (KTM).

250B: 1. Mark Cyre (Yam); 2. Lance Brooks (Yam); 3. Tony Groves (Suz); 4. John Knopp (Kaw); 5. John Packard (Kaw).

250 C: 1. Pat Thomas (Hon); 2. Matthew Kitsmiller (Hon); 3. Ryan Houser (Hon); 4. Jeff Helm (Kaw); 5. Larry Iburg (Kaw).

250 OPEN: 1. Mark Cyre (Yam); 2. Matthew Kitsmiller (Hon); 3. Lance Brooks (Yam).

OPEN OUTLAW: 1. Denny Stephenson (Suz); 2. Chris Hunter (Suz); 3. Steve Howe (Kaw); 4. Jeff Ferrin (Kaw); 5. Marty Cason (Suz).

VET B: 1. Rob Robey (Hon); 2. James Svoboda (Hon); 3. Scott Bowe (Suz); 4. Tim Cox (Hon); 5. Tony Bender (Hon).

VINT: 1. John Knopp (Suz); 2. Craig Pohlmann (Suz).

Garlin, Kretschner co-champions at Ocala Vintage Motocross

By Kyle Myers

OCALA, FL, JUNE 26

Ed Garlin and Matt Kretschner battled down to the wire and tied for the series championship when the Florida Vintage Motocross Club held their final event of the season at the Florida Motosports Complex.

Entering the race for the 250/500cc Master class, Kretschner held a slim six-point lead over Garlin. In the first moto, Garlin grabbed the holeshot and never looked back, taking the win over Kretschner and narrowing his lead.

The chase for the title would come down to the final moto. To earn the title, Kretschner had to win; if Garlin won and Kretschner was second, they would tie for the title.

Garlin again got the start, but Kretschner was on his rear fender. Late in the race, Garlin pulled away to take the moto and overall win, while Kretschner finished second ahead of Kim Burrows. Garlin and Kretschner were subsequently crowned co-champions at the event.

A support class was run in conjunction with the vintage race. Fourteen riders lined up in the first moto, with Fred Smith nailing the holeshot over Mike Mims, Kyle Myers and Philip VanBaelen. Myers passed Mims in the second turn, but Smith, on a larger 250cc machine, had opened up a four-second lead on Myers, who was on the only 125cc machine in the class. Positions stayed the same, with Smith taking the win over Myers, Allen Draheim, VanBaelen and Robert Fulton.

Smith again found himself in front to start moto two with VanBaelen, Myers and Draheim giving chase. Myers powered by VanBaelen halfway into the opening lap, but Smith had opened up a five-second advantage and went on to greet the checkered flag first. Myers, in second, was fifteen seconds ahead of VanBaelen, Draheim and Peter Kraft.

Results

PREM L/W WMN: 1. Eric Kraft; 2. Todd Newell (Oss).

PREM L/W 500: 1. Roger Cross (Oss).

125 EX: 1. Peter Villacaro (Hon).

125 INT: 1. Rick Danyus (Hon); 2. James Harner (Hon).

0-200: 1. Rick Danyus (Hon); 2. James Harner (Hon); 3. Russ McCallister (Yam); 4. Lisa Powell (Hon).

0-200 D-2: 1. Russ McCallister (Yam).

250 EX: 1. Tim Ferguson (Bul); 2. Ed Garlin (C-A).

250 INT: 1. Eric Kraft (Mov); 2. John Feit (CZ).

250/500 MSTR: 1. Ed Garlin (C-A); 2. Matt Kretschner (Hon); 3. Kim Burrows (Mai); 4. Joel Nicholson (Hon).

250/500 SPTSMN: 1. Joe Calmes (CZ); 2. Tom Hower (Yam); 3. Ken Cheerer (Bul).

250/500 MSTR: 1. Gary Osteen (Hon); 2. Kim Burrows (Mai); 3. Bil Burton (Hus); 4. Matt Kretschner (Hon); 5. Steve Smith (Mai).

SPTSMN 500 EX: 1. Benny Durrough (Mai); 2. Kim Burrows (Mai).

SPTSMN 500 INT: 1. Jon McClellan (BSA); 2. Bart Hiter (Yam); 3. Joe Calmes (CZ).

250/500 SPTSMN NOV: 1. John James (Pen).

30+ EX: 1. Ed Garlin (C-A); 2. Benny Durrough (Mai); 3. Peter Villacaro (Hon); 4. Joel Nicholson (Hon).

30+ NOV: 1. Tom Howes (Yam); 2. Lisa Powell (Hon).

40+ NOV: 1. Roger Cross (Bul); 2. John James (Pen).

50+ INT: 1. James Hiter (Yam); 2. Charle Gaman (Oss).

50+ NOV: 1. Gerald Nuccio (Mai).

50+ OPEN: 1. Gary Hooper (Mai); 2. Gerald Nuccio (Mai); 3. Ron Hadley (Hon).

P/W: 1. Andrew Binegar (Yam); 2. Chase Kraft (Yam).

McQuisten flies at Sand Hill TT

By Roger Lino

BRENTWOOD, CA, JUNE 24

After several runner-up and third-place finishes, Christen McQuisten finally put it together for the overall win in the 0-200cc class at Sand Hill Ranch's T.T.Marathon Friday night summer series. McQuisten showed what steady riding and staying in shape do will for you in this type of event with come-from-behind wins in both of the half-hour motos.

In moto one, it looked at first that Roy Rose and Justin Burr were going to walk away with it when they shared the holeshot at the start and were putting a good distance between themselves and the field, while McQuisten was stuck back in the pack due to a bad start. But this young lady was determined to come away with the win, and she proved that old saying about marathon racers that its not who's out first, but who's first at the end. As time wore on, McQuisten put on a fine display of riding ability and determination to not only catch the leaders and pass them both, but then lap the whole field, with the exception of Rose and Burr, for the win in the first moto.

In moto two, Rose got the holeshot again, but this time Willie Signarowitz was second. McQuisten got off to another bad start, but just as in the first moto, she kept up her steady style and again picked the leaders off one by one to finally come out on top for her first overall win.

In the 250cc class, Jerry Brandt, who has put away more wins than any other rider with the exception of Craig Christian, claimed yet another one. But number-two finisher Rich Mussman put him to the test for almost all of the way in both motos before settling for second place.

Results

0-200: 1. Christen McQuisten (Yam); 2. Roy Rose (Suz); 3. Willie Signarowitz (Yam); 4. Mike Seniff (Hon); 5. Tony Bernardi (Yam).

VET: 1. Bob Major (Kaw); 2. Gilbert Lopez (Hon); 3. Darin Miller (Yam); 4. Steve Law (Kaw); 5. Jay Bernardi (Yam).

250: 1. Jerry Brandt (Yam); 2. Rick Mussman (Kaw); 3. Sam Love (Kaw); 4. Tim Collins (Suz); 5. Jake Himphill (Suz).

OPEN: 1. Scott Caldwell (Kaw); 2. Curt Winter (Kaw); 3. Patrick Ahchando (Hon).

DASH FOR CASH: 1. Jerry Brandt (Yam); 2. Rick Mussman (Kaw).

Puccio the big dog at San Jose Scramblethon

By Bill Spencer

SAN JOSE, CA, JUNE 26

Kerry Puccio claimed a win in the small bore ranks at round two of the four-race series of one-hour scrambles inside the famed San Jose Mile at the Santa Clara County Fairgrounds.

The race started with a great battle in the XR100 division between Puccio and the De

Mario brothers, Anthony and Dominic. Anthony DeMario led the second lap but dropped back with carb problems, while his big brother Dom then led until lap eight, when Puccio took over on the Puccio Welding Special and held the point until the checkers appeared at the end of lap 30. Derek Overkamp rode to third over Roger Sanchez and Paul Ungars.

Jeff Beriault topped the 80cc portion over Chris Canepa and Tony Bernardi after some tight racing and heavy-duty crashing. Jason Murrell led every lap of the second race, again, but had to contend with Pat Brown's XR250. Billy Taylor was nearly a lap down in the race for the Enduro bikes, while Brian Kinney worked forward to finish fourth overall and second in the 125cc division over David Wallis.

The Vintage/Beater class had great dicing at the front for the first two laps with Butch Cochran and Puccio going at it on similar XL350s, but both encontered mechanical misfortune and Phil Reyes came home the overall winner on his beater Husky. Harry Bellicitti was tops in the real Vintage class on a great-running CZ.

Race four for all 250cc competitors saw Vet rider Jerry Castillo lead the first nine laps until youthful exuberance overcame the wily veteran in the form of Jason Cahoon, who took the lead and won on his YZ250 - just in time, as many competitors were feeling the heat and dropped out with just 10 minutes left.

Former sprint car racer John Golobic finished second in the Sportsman division while Hap Jones Dist/Yoko's Scott Link was third overall and second in the Vet class. Mike Grifall was trailed closely at the checkers by Scott Heywood, Chris Eibert and Roger Thurston.

Results

RACE 1: 1. Kerry Puccio (Hon); 2. Dominic DeMario (Hon); 3. Derek Overkamp (Hon); 4. Roger Sanchez (Hon); 5. Paul Ungars (Hon).

RACE 2: 1. Jason Murrell (Kaw) 2. Pat Brown (Hon); 3. Billy Taylor (Hon); 4. Brian Kinney (Suz); 5. David Wallis (Suz).

RACE 3: 1. Phil Reyes (Hus); 2. Harry Bellicitti (C-Z); 3. Mark Vargas (Yam); 4. Mike Romano (Yam); 5. Al Saldivar (BSA).

RACE 4: 1. Jason Cahoon (Yam); 2. Jerry Castillo (Hon); 3. Scott Link (Hon); 4. John Golobic (Yam); 5. Mike Grifall (Yam).

RACE 5: 1. Greg Miller (Kaw); 2. Anthony DeMario (Hon); 3. Dan Sturgeon (Hon); 4. Greg Kamhoiz (Yam); 5. Jerry Wohlgenuth (Hon).

Muddy Waters at Daniel Boone Motocross Park

By Kathy Smith and Brenda Hammons

LONDON, KY, JUNE 26

In spite of the inclement weather, diehard race fans were at Daniel Boone Motocross Park for Round #6 in the Sheltowee Series, slipping and sliding in the mud to cheer on their favorite motocross riders.

The normally challenging track became even more of an obstacle course because of the heavy rains that fell. According to rider Randy Boyd, the track was wet, rutted, and it was very hard to see while riding. In spite of these difficulties, Boyd managed to finish in fifth place out of a field of 11 riders in the 125cc D class.

In the 250cc A class, Honda/Kawasaki of Bloomington-backed Clinton Moore Jr. took the lead early for an easy win.

In the 80cc Senior class, Ricky Hembree won the first moto, but couldn't hold the lead and finished second to Beechmont Yamaha/PBI Sprockets/Factory Connection-backed Kelly Taylor in moto two.

There was a tight race between Josh Haynes and Devon Hedrick in the 60cc class. In the first moto, Hedrick led the first two laps then slid out in the off-camber section, and Haynes shot ahead. Hedrick chased him hard, but was unable to recover the lead.

In the second moto, Hedrick held the lead on the first lap. Mud continued to be a problem for Hedrick, and he was passed by Haynes in the second lap. Hedrick was unable to rally, and Haynes crossed the finish line first for the overall victory, while Hedrick finished second.

Results

30 A: 1. Jay Baunert; 2. James Lemasters

30 B: 1. Mark Willis; 2. Tony Smith; 3. Charles Williamson; 4. Ron Campbell.

30 C: 1. Gary Baisden; 2. Dennis Halcomb; 3. Randy Farris; 4. James Maxan; 5. Wayne Moore.

60: 1. Josh Haynes; 2. Devon Hedrick; 3. Robbie Gray; 4. James Maxan; 5. Adam Leedy.

125 D: 1. Dennis Halcomb; 2. James Jenkins; 3. Eddie Cornett; 4. Jim Walkuski; 5. Randy Boyd.

250 D: 1. Keith Cottongim; 2. Aelen Norris; 3. Clifford Jacobs; 4. Darrell Reddix; 5. Troy Hughes.

OPEN: 1. David Farris; 2. Jannye McQuade.

40+: 1. Gary Baisden.

SCHBY: 1. Jason Finley.

U/L: 1. Robert Golden.

125 A: 1. Robby Cook.

125 B: 1. Daniel Nelson

250 A: 1. Clinton Moore Jr.; 2. Rodney Carrier.

250 B. Jimmy McQuade.

(7-8): 1. Kara Ann Taylor.

25+ A: 1. Rodney Carrier; 2. Jay Baunert; 3. James Lemasters.

CYCLE WORLD

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Event and Race Date	Air Date
June 19 World Superbike Albacete, Spain	July 14
July 15-17 AMA Road Race, Lexington, OH (Show 1 - Superbike)	July 21
July 15-17 AMA Road Race, Lexington, OH (Show #2 - 600cc, 750cc)	July 28
July 17 World Superbike Osterreichring, Austria	August 4
July 29-31 AMA Road Race - Brainerd, MN (Show #1 - Superbike)	August 11
July 29-31 AMA Road Race - Brainerd, MN (Show #2 - 600cc, 750cc)	August 18

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CREDIT CARD ORDERS OK

(Top) Mike Faria scored an impressive double victory at Glen Helen Speedway. Faria is the current points leader on the Southern California speedway scene. (Above) Mike Andrews (601) chased down Robert McWhorter (436) in both 250cc A motos to post a 1-1 sweep at the Birch Creek MX. Andrews also topped the 125cc and 25+ A classes.

25+ C: 1. Raymond Terry; 2. Sean Souper; 3. Ron Campbell; 4. Charles Williamson

80 JR: 1. Devon Hedrick.

80 SR: 1. Kelly Taylor; 2. Ricky Hembree; 3. Jeff Hebel.

8O D: 1. Charlie Sears; 2. Mark Hobbs; 3. J.T. Smith; 4. Lucas Hammons; 5. Levon Jacobs.

125 C: 1. Jimmy Brooks; 2. Kenny Ruby; 3. Dill Branscum; 4. Buddy Brooks; 5. C.D. Dennis.

125 N/C: 1. Steve Jacobs; 2. Mark Willis; 3. Glenn Stucker; 4. Eddie Peffer; 5. Donald Estes.

Andrews jams at Birch Creek Motocross

By Jay and Sharon Hauser

DANVILLE, VA, JUNE 26

Mike Andrews walked away with most of the guaranteed $1000 Pro Purse as well as top money for the 25+ A division when Birch Creek Motorsports and Receation Complex played host to over 200 riders as the first round of the second annual HammerHead/Pepsi Pro-Am Grand Championship Series got under way.

Andrews piloted his TUF Racing/Andrews Motorsports/Maxima Oil/Suzuki Motorsports of Charlotte-backed RM's to a perfect hat trick, scoring a six-moto sweep to take the wins in not only the 25+ A, but the 125 and 250cc A classes, as well.

Andrews' ongoing battles with torn ligaments and damaged cartilage in his knees put him into a brief semi-retirement from motocross not long ago, but 1994 has proven to be an excellent year for a comeback

Robert McWhorter was able to get the holeshot in both 250cc A motos and give Andrews a run for his money. McWhorter's best effort came in moto two when his holeshot left him running up front for the first three laps.

Andrews had gated right behind him, but had his hands full holding back the attacks of Mike Eastwood and Ryan Duff. But Andrews soon forgot about the pair behind him, and by lap two had begun stalking McWhorter's every move, waiting for the perfect opportunity to make the pass. Andrews made his move by the end of lap three and was on his way to the second-moto win for the class overall.

Some distance behind Andrews, McWhorter had to worry about keeping the tight battle between Duff and Eastwood at bay. Eastwood displaced Duff for the third spot by moto's end, while a charging David Price worked up through the field and was also able to slide under Duff to take fourth. Price's strong ride in moto two brought his score up to round out the top-five overall for the day.

The overall finishing order for the 250cc A class saw Andrews take the victory with a 1-1 tally over McWhorter's pair of seconds, with Eastwood occupying the final step on the podium via 4-3 finishes.

Results

50: 1. Tyler Shumate (Yam); 2. Buddy Biagi (Yam); 3. Heather Biagi (Yam); 4. Austin Cooper (Yam); 5. Zachary Umberger (KTM).

60: 1. Isha Wood (Kaw); 2. Brandon Langdon (Kaw); 3. Matt Boyer (Kaw); 4. Matt Miller (Kaw); 5. Chase Shumate (Kaw).

80 (7-11): 1. Nicholas Roberts (Suz); 2. Isha Wood (Suz); 3. Brandon Langdon (Yam).

80 (12-15): 1. Michael Neal (Suz); 2. Josh Wood (Kaw); 3. Michael Johnson (Suz); 4. Jeff Rodgers (Suz); 5. Jonathan Tucker (Kaw).

125 A: 1. Mike Andrews (Suz); 2. Mike Eastwood (Kaw); 3. Ryan Duff (Kaw); 4. Robert McWhorter (Hon); 5. David Price (Hon).

125 B: 1. Chuck Green (Suz); 2. Andy Caldwell (Suz); 3. Sidney Williams (Kaw); 4. Ken Pruett (Hon); 5. Chris Gillespie (Suz).

125 C: 1. Doug Neighbors (Hon); 2. Jeffery Fields (Suz); 3. Travis Sharpe (Suz); 4. Stoner Ross (Kaw); 5. Richard Childer (Suz).

250 A: 1. Mike Andrews (Suz); 2. Robert McWhorter (Hon); 3. Mike Eastwood (Kaw); 4. Ryan Duff (Kaw); 5. David Price (Hon).

250 B: 1. Randy Womack (Suz); 2. Keith Newton (Suz); 3. Joel Morning (Yam).

250 C: 1. Mark Bennett (Yam); 2. Dustin Floyd (Suz); 3. Jeff Hooks (Suz); 4. Dan Skipper (Yam); 5. Robert Talbott (Yam).

25+ A: 1. Mike Andrews (Suz); 2. Ed Santuk (Suz); 3. Donald Alford (Suz); 4. Jay Hauser (Suz); 5. Tim Mantooth (Hon).

25+ B: 1. Chuck Green (Suz); 2. Sidney Williams (Kaw); 3. Keith Hicks (Suz); 4. Jeff Shore (Suz); 5. Paul West (Hon).

30+ A: 1. Donnie Foster (Hon); 2. Tim Mantooth (Hon); 3. Jay Hauser (Suz); 4. Michael Curry (Yam).

30+ B: 1. Sandy Fulk (Suz); 2. Tim Wilkerson (Kaw); 3. Denny Hilton (Hon); 4. Jeff Hooks (Suz); 5. Brian Graham (Kaw).

35+: 1. Denny Hilton (Hon); 2. Brian Graham (Kaw); 3. Jerry Draper (Hon); 4. Richard Williams (KTM); 5. Mark Smith (Suz).

40+: 1. Mike Bodenhamer (Hon); 2. David Meador (Kaw); 3. Ken Jordon (Hon).

TRL RDR: 1. Harry Whitaker (Hon); 2. Richard Pitcheneder (Hon); 3. Mark Smith (Suz); 4. David Howerton (Suz); 5. Michael Flint (Hon).

U/L AM: 1. Randy Womack (Suz); 2. Jeff Fields (Suz); 3. Doug Neighbors (Hon); 4. Stoner Ross (Kaw); 5. Travis Denton (Yam).

Faria a "10" at Glen Helen Speedway

By Elaine Jones

SAN BERNARDINO, CA, JUNE 29

It was Harley night at Glen Helen Speedway Wednesday night, and Mike Faria rose to the occasion, winning both the Scratch and Handicap main events before the season's largest crowd.

Going into the Scratch main, Faria had already won four heat races, earning the maximum 16 points. Charlie Venegas had also qualified for the main as did Josh Larsen, who garnered 13 points. John Aden and Bobby Schwartz were tied for the final berth in the main with 10 each, so a three-lap run-off was held, with Schwartz taking the win.

As they loaded into the gate, Charlie Venegas came up on the pole, with Larsen in two, Schwartz in three and Faria in four.

For the second time that night, Schwartz hit the tape and was thrown out, making this a three-man go. Faria hooked up big time from the start and took the outside line where he really got going to take the lead. Venegas was off second and held Larsen at bay until the white flag, when Larsen went out in the dirt and held the gas on coming out of four to take second on the final lap. Venegas tried to come back, but was unable to catch him and settled for third

In the Handicap main, Faria and Larsen came from the 80-yard line and they were in the pack at the first turn. Faria immediately went to work and was running second by the third lap, taking the lead from Beau Levandoski on the fourth lap. Larsen was right with him for second. Faria took his second main of the evening with Larsen again second and Levandoski rounding out the field in third.

A good turnout of Sidecars saw the teams of Gardner/Lynch and Stephens/Stephens battle for the win in the Main with some very close, serious-contact racing. In the end, Gardner and Lynch scored the win, Stephens and Stephens picked up the place money, and Horsley and Medberry filled the show spot.

Stephen Downing, who is sponsored by Faria, followed in his mentor's steps by winning all three of the Junior heats for the overall victory. Second went to Jimmy Fishback Jr., with Michael Hull third. The Support main was won by Jerry Cooper. Bob Marshall and Dan Jones were second and third, respectively.

Results

SCRATCH: 1. Mike Faria (Jaw); 2. Josh Larsen (GM); 3. Charlie Venegas (Jaw); 4. Bobby Schwartz (GM).

HDCP: 1. Make Faria (Jaw); 2. Josh Larsen (GM); 3. Beau Levandoski (Jawa); 4. Jerry Black (Wes); 5. Greg Ayers (Wes).

SDCAR: 1. Gardner/Lynch (Kaw); 2. Stephens/Stephens (Kaw); 3. Horsley/Medberry

(Kaw); 4. Simmons/Hogancamp (Kaw).

SUP: 1. Jerry Cooper (Jaw); 2. Bob Marshall (Jaw); 3. Dan Jones (Wes); 4. Doug Ubie (Jaw).

JR: 1. Stephen Downing (Wes); 2. Jim Fishback Jr. (Jaw); 3. Michael Hull (Wes); 4. Jeremy Simmons (Yam); 5. Joey Draper (Hon).

Williams freezes McClain at Anchorage Motocross

By M.R. Edge

ANCHORAGE, AK, JUNE 18-19

The second round of the Alaska State Motocross Championship Series held at Kincaid Park saw Jim McClain's series win streak end, with Bruce Williams topping McClain in the 125cc Expert class.

This largest class of the weekend also had some of the best racing. In the past, the 125cc Experts had been dominated by Joe Good, but the 125 and 250cc Expert class State Champion decided to sit out 1994.

Day one saw McClain pull both moto holeshots and stretch out big leads before taking the checkered flag. Vernon Johnson took second overall with a 2-4 tally followed by Adam Johnston with a 5-2. Sixteen-year-old Stacey Virgin is a newcomer to the Expert ranks, but rode well enough to put his private Kawasaki in fourth.

Williams holeshot Sunday's first 125cc Expert moto followed closely by Virgin. McClain had started poorly and was stuck in midpack. Williams, who finished 10-3 on Saturday, looked as if he might break McClain's streak, but with only a few laps to go, McClain got by him for the win. Virgin tired and finished fifth behind Johnston in third, while Johnson was fourth.

Moto two found Williams in the lead again with McClain getting another bad start. However, on the first lap Johnson went down hard, bringing out the ambulance and forcing a restart. This time, McClain and Williams went into the first corner with their bars locked together.

Williams won the pushing contest and came out with the lead, while McClain almost fell and found himself last. Virgin and Johnston followed Williams until Johnston pulled out with a mechanical problem. By the halfway mark, McClain was on Virgin's rear tire but the youngster had no intention of letting the more experienced rider by. In what was by far the best race of the weekend, the two raced practically side by side for four laps until McClain finally passed. The duel left McClain tired, and with only two laps remaining, he couldn't close the gap to catch Williams. First overall went to Williams, finally ending McClain's seven-moto win streak. Virgin claimed third overall with his great 5-3 finish.

Results

Saturday

60 NOV: 1. Jesse Marcot (Kaw); 2. Brandon Oppegaard (Kaw); 3. Kyle Reece (Kaw).

80 NOV: 1. Kyle Motsko (Suz); 2. Jayson Burris (Yam); 3. Mike Combs (Suz).

80 EX: 1. Chris Anderson; 2. Natty Jatho (Suz); 3. Jeff Pendergrass (Hon).

125 NOV: 1. Tate Coleson (Kaw); 2. Jason Armstrong (Suz); 3. Mike Lentz (Hon).

125 INT: 1. Steve Lawton (Suz); 2. Natty Jatho (Suz); 3. Dave Stoddard (Hon).

125 EX: 1. Jim McClain (Hon); 2. Vernon Johnson (Kaw); 3. Adam Johnston (Hon).

250 NOV: 1. Jerry Massman (Hon); 2. Jason Shanle (Hon); 3. Paul Lancaster (Suz).

250 INT: 1. Mike Joswiak (Hon); 2. Garrett Simpson (Yam); 3. Rex Vandemeer (Hon).

250 EX: 1. Courtney Geerdts (Hon); 2. Adam Johnston (Hon); 3. Eric Murphy (Hon).

VET NOV: 1. Mark Oppegaard (Hon); 2. Pat Poland (Hon); 3. Jeff Barnett (Hon).

VET EX: 1. Jim McClain (Hon); 2. Jeff MacDonald (Suz); 3. Ralph Blanchard (Yam).

Sunday

60 NOV: 1. Brandon Oppegaard (Kaw); 2. Kyle Reece (Kaw); 3. John Tweed (Kaw).

80 NOV: 1. Jerry Lymburner (Yam); 2. Jayson Burris (Yam); 3. Kyle Motsko (Suz).

80 EX: 1. Chris Anderson (Suz); 2. Jeff Pendergrass (Hon); 3. Natty Jatho (Suz).

125 NOV: 1. Tate Coleson (Kaw); 2. Mike Lentz (Hon); 3. Jason Armstrong (Suz).

125 INT: 1. Steve Lawton (Suz); 2. Dave Stoddard (Hon); 3. Brian Lampright (Hon).

125 EX: 1. Bruce Williams (Hon); 2. Jim McClain (Hon); 3. Stacey Virgin (Kaw).

250 NOV: 1. Jeff Bragg (Yam); 2. Jerry Massman (Hon); 3. Lyle Wendover (Hon).

250 INT: 1. Mike Joswiak (Hon); 2. Garrett Simpson (Yam); 3. Jonathan Penz (Hon).

250 EX: 1. Courtney Geerdts (Hon); 2. Eric Murphy (Hon); 3. Jeff MacDonald (Suz).

VET NOV: 1. Mark Oppegaard (Hon); 2. Ken Paster (KTM); 3. James Sullivan (Hon).

VET EX: 1. Jim McClain (Hon); 2. Jeff MacDonald (Suz); 3. Ralph Blanchard (Yam).

Durkee dominates Rochester Half Mile

By Steve Kelley

ROCHESTER, NH, JUNE 17

Roger Durkee brought his Rotax to New England to dominate the half-mile action in the Open Pro class at the Rochester Fairgrounds.

Durkee stormed the first turn for the holeshot, with Keith Jacobson, riding a Woods-Rotax, on his rear tire. Durkee quickly pulled away from the pack with a 10-bike-length lead, leaving Jacobson to battle it out with third-place rider Ron Beauvais. Going to the outside to pass in turns two and three, Beauvais tried to slip by Jacobson. Claude Racine then fired his Rotax out of the pack to put the pressure on Beauvais, bumping tires in the turns and drag racing, handlebar to handlebar, on the straights. For two laps, Racine was all over Beauvais until he finally muscled past at the two-lap warning.

Durkee, unchallanged throughout the feature race, took the checkered flag with a wheelie through the final straight, nearly a quarter of a lap in front of second-place finisher Jacobson.

The 250cc Pro feature started out like a rerun of the earlier qualifier, with Durkee charging to the holeshot followed by Jacobson, who got a solid start. Shawn Mobley throttled into third, leaving Glenn Tattan and Jody Phelps to dice for fourth.

By the third lap, however, Durkee's luck changed when his engine shut down, giving Jacobson enough time to close in on him. Durkee's Honda then came back to life for another lap, and he pulled away from Jacobson. When Durkee's engine went down for a second time, both Jacobson and Mobley stormed past for first and second, respectively. Durkee nursed his Honda around the last turn to coast across the finish line for third. As it turned out, Durkee's engine trouble was fixed by adding some fuel to the tank; the team had forgotten to refuel after the qualifier!

Results

50: 1. Amanda Cummings (Yam); 2. Tyson Oulette (Yam); 3. David Halliday (Yam).

VINT: 1. Henry Landry (Bul); 2. Chester Farrow (Hon); 3. Joseph Addabbo (Yam).

60: 1. Shawn Coffey (Kaw); 2. Joey Reddington (Kaw); 3. Adam Laviolette (Kaw).

SR: 1. Mike Wilson (H-D); 2. Jim Myrick (Rtx); 3. Chet Farrow (Yam).

80: 1. Tim Turcotte (Hon); 2. Eric Satterlee (Hon); 3. Shawn Coffey (Kaw).

S/SR: 1. Carl Nabinger (Kaw); 2. Norm Laviolette (H-D); 3. Michael Magoon (H-D).

125 AM: 1. Andrew G. Miller (Hon); 2. Butch Walsh (C-A); 3. Andrew J. Miller (Hon).

883: 1. Andy Sagalini (H-D); 2. Rob Gette (H-D); 3. Geoff Clark (H-D).

250 AM: 1. Bryan McKenna (Hon); 2. Jeff Swenson (Yam); 3. Christopher Guida (Suz).

250 PRO: 1. Keith Jacobsen (Suz); 2. Shawn Mobley (Hon); 3. Roger Durkee (Hon).

OPEN AM: 1. Sylvain Lavigne (Yam); 2. Luc Beauvillier (Rtx); 3. Bryan McKenna (Hon).

OPEN PRO: 1. Roger Durkee (Rotax); 2. Keith Jacobson (W-R); 3. Claude Racine (Rtx).

Ricketts' rule at Albany ST

By Clay Light

ALBANY, OR, JULY 1

The father-son duo of Tim Ricketts Sr. and Tim Jr. was too much for the competition during the Craig Farnsworth-promoted quarter-mile flat track racing at Albany Speedway.

Both riding Hondas, the elder Ricketts won the fastest race of the evening, the 250cc A class, while nine-year-old Timmy won the 60cc A class.

Small-wheel action kicked off the evening's program, showcasing up-and-coming Ricketts Jr. and Kawasaki-mounted Sean Light. The two have had sensational battles all season long, with each picking up a win thus far in the series. It was Ricketts' night, however; Timmy won out by a wheel in the second race, beating fellow nine-year-old Light for the overall win.

Ricketts Sr., riding a water-cooled CR-based machine, had to come from behind in the first 250cc race, where he nabbed early leader Darren Currier, riding a 1993 Yamaha YZ-based machine, and took it from there for an impressive win over Honda rider Andy Crane, who posted his best performance thus far this season.

Race two had Ricketts on the pole position, but nonetheless, Currier collected the holeshot and rode quite well, despite Ricketts' looming opening-lap advances. Ricketts got around Currier on the second lap and increased his lead throughout the 15-lap event en route to victory, while a battle for second erupted in a five-way shootout. Crane won the battle for second ahead of Currier, Suzuki rider Lance Overman and Jim Torpey.

Open-class action was nearly as exciting, featuring most of the 250cc riders and several big-bore pilots. Currier and Crane were 1-2 at the start, but Crane encountered problems and dropped back, allowing Torpey, the former AMA Junior Pro TT specialist, riding a 1974 Can-Am 250, to take the lead and the win.

Results

80 A: 1. Timmy Ricketts (Hon); 2. Sean Light (Kaw); 3. Corey Bye (Suz).

250 A: 1. Tim Ricketts Sr. (Hon); 2. Andy Crane (Hon); 3. Darren Currier (Yam); 4. Jim Torpey (C-A); 5. Lance Overman (Suz).

OPEN A: 1. Darren Currier (Yam); 2. Andy Crane (Hon); 3. Ron Layne (Yam); 4. Jim Torpey (C-A): 5. Jason Winn (Hon).

OPEN KNBBY A: 1. Clay Light (Suz); 2. Larry Reed (Mai); 3. Darren Currier (Yam). 4. Ron Layne (Yam); 5. Jeff Gleason (CZ).

GP: 1. Tim Ricketts Sr. (Hon); 2. Darren Currier (Yam); 3. Lance Overman (Suz); 4. Larry Reed (Suz); 5. Ron Layne (Yam).

Mayfield, Kasson top Lakeside Motocross

By T.Q. Jones

BASTROP, TX, JUNE 25

Geoffery Mayfield overcame the advances of Harley Murphy and Scott Dietert to top the 80cc Open class at Lakeside Motorsport Raceway.

Most of the good racing on Saturday night came from a large and strong 125cc Beginner class, and a smaller but equally competitive 80cc Open class.

The night's hardest rides may have come from 80cc Open rider Dietert on his Suzuki, who tangled with Murphy's Yamaha and crashed hard coming out of the gate for the first moto. Dietert got up, brushed off two adults who were fumbling to restart his bike, fired it up himself and rode to a fourth-place finish in the moto. Out front, Murphy pulled past and away from Mayfield to win. Though the Murphy brothers, Harley and his brother William, were to contribute more than their share to the crowd-pleasing action, that was Harley's high point for the night.

At the start of the second moto, Harley Murphy crashed hard in turn one and had trouble getting the bike started, losing a lot

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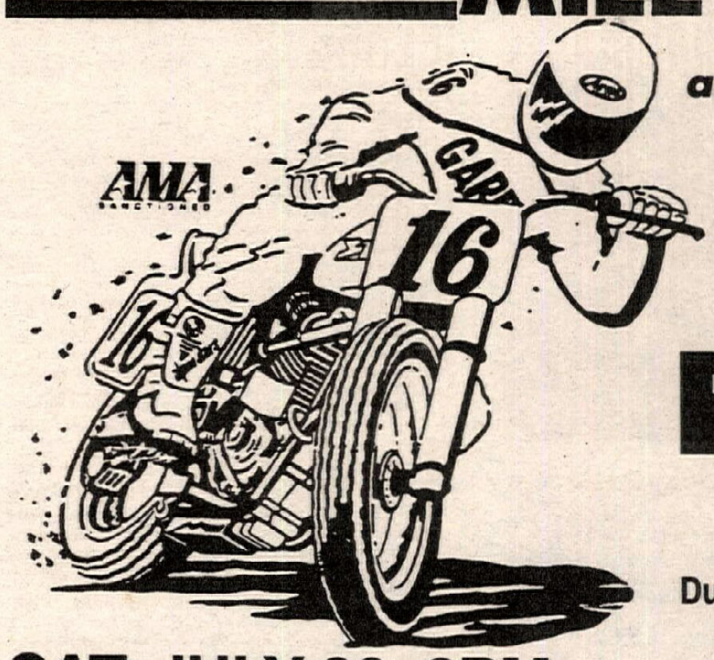

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(Top) Jerome Hagen (595) topped Brent Herber (300) for the win in the 17-24 C class at the Midway Recreation Park MX. (Above) Mike Dunlap (634) blasts over a jump while competing in the combined 25-40+ Novice class at the Starwest Supercross Park.

of time. When he got going again, he blasted back into third place in only a lap and a half. Then, coming off a short jump, Murphy's handlebars folded down across his knees - the bolts apparently loosened by the earlier crash - and he was done for the night. Meanwhile, Mayfield and the inspired Dietert were pulling away, with Mayfield getting first and first overall for the night, while Dietert took second and second overall.

Will Kasson lost a wheel nut in a qualifier for the Ponca City National Invitational Saturday afternoon at Burleson, Texas and sheared 28 of the 52 teeth off the sprocket of his Yamaha. But he brought the wounded bike to Lakeside on Saturday night and won the 125cc Open class, then climbed onto a 250cc Yamaha and won the combined 125/250cc Intermediate race.

Results

50/60: 1. Joey Barton (Kaw); 2. Jared Lucher (Kaw); 3. Tyler Rau (Hon).

80 BEG: 1. Geoffrey Mayfield (Yam); 2. Jacob Walsh (Kaw); 3. Jamie Rau (Kaw); 4. Dusty Kasprcwicz (Suz); 5. Jonathan Chapin (Kaw).

80 OPEN: 1. Geoffrey Mayfield (Yam); 2. Scott Dietert (Suz); 3. Joshua Lucher (Kaw); 4. Harley Murphy (Yam).

125 BEG: 1. Chris Marek (Yam); 2. Kenney Verbeek (Kaw); 3. William Murphy (Yam); 4. Randy Monroe (Yam); 5. Troy Dean (Hon).

125 NOV: 1. Galen Carleton (Hon); 2. Jeff Meerdink (Hon); 3. Shane Shimabukuro (Kaw); 4. Joe Lucher (Yam); 5.Adam Kanz (Kaw).

125 OPEN: 1. Will Kasson (Yam); 2. Shane Shimabukuro (Kaw); 3. Randy Monroe (Yam); 4. Brian Tool (Suz); 5. Harold Kramer (Kaw).

250 BEG: 1. Marty Law (Hon); 2. Russell Booth (Hon); 3. Mike Moses (Kaw); 4. Raul Carrasco (Hon); 5. Tommy Miller (Kaw).

250 NOV: 1. Darrin Cheatham (Suz); 2. Shayne Brightwell (Hon); 3. Shawn O'Leary (Yam); 4. Rocky French (Hon).

125-250 INT: 1. Will Kasson (Yam); 2. Keith Schaefer (Hon); 3. Russ Schooley (Kaw); 4. Robert Tiemann (Hon).

25+: 1. Robert Tiemann (Hon); 2. Shawn Clevenger (Hon); 3. John Middleton (Yam); 4. Robert Hodde (Suz); 5. Keith McKenzie (Hon).

30+: 1. Shayne Brightwell (Hon); 2. Will Cantell (Hon); 3. Jeff Meerdink (Hon); 4. Keith McKenzie (Hon); 5. Steve Ligon (Yam).

Johnston stars at Starwest MX

By David A. Procida

MORENO VALLEY, CA, JUNE 25

Although denied a win in the 30+ Novice class, Carlos Johnston put the extra track time to good use as he worked his way through the pack to capture a double-moto win in the Over-the-Hill Gang Intermediate Class at the third round of the U.S. Suzuki-sponsored Ford Ranger Giveaway Series at Starwest Supercross Park.

In the first OTHG moto, Bob Wagner grabbed the holeshot with Scott Wallace hot on his heels. Behind them Johnston, Bill Schultz and the rest of the pack were sorting themselves out and jockeying for position.

Up front, Wallace made quick work of Wagner before they hit the back straightway and was quickly in the lead. The top-three positions were close during the opening lap, and as Wallace and Wagner were riding over the finish-line tabletop, they were suddenly surprised top find Johnston soaring up over and past the pair and into the lead.

Both Johnston and Wagner were doing the big double and this allowed them to pull away from Wallace, who was doing everything in his power, including riding over his head, to keep the pair within striking range. But he had other problems; Eric Anderson was closing to his rear fender.

Johnston, meanwhile, had continued to expand his lead, leaving Wagner to deal with the hard-charging Anderson. Yamaha-mounted Johnston was able to cruise comfortably to the finish line for the win. Wagner took a lonely second and Anderson was third.

With everyone poised and waiting for the drop of the gate to start moto two, it was again Wagner leading everyone through the first turn, while Wallace and Dave Beal were keeping him company. Johnston was fourth, but that was before the pack hit the back straightaway where he motored his YZ250 past Beal and into third.

By lap two, Johnston was chasing Wagner, while Wallace elected to single the big double and was passed by Johnston in midair.

With two laps remaining, and having tried various lines to get around him, Johnston elected to try passing Wagner the easy way, going full power down the back straight and then outbraking him going into the "Phantom" corner. It worked, and on the next lap Johnston took the white flag in the lead, with Wagner breathing down his neck. At the checkered it was Johnston, Wagner and Wallace in the top three slots, with Louie Springer and Anderson working their way up into the top five.

Results

Pee Wee Track

STK BEG. (4-6) D-1: 1. Nathan Litwin (Yam); 2. Dennis Jonon (Yam); 3. Pat Pennington (Yam); 4. Chad Willis (Yam); 5. Dallas Peick (Yam).

STK BEG (4-6) D-2: 1. Sean Mclnroe (Yam); 2. Jarred Browne (Yam); 3. Daniel Brown (Yam); 4. Thor Sullivan (Yam); 5. Bruce Rutherford (Yam).

MOD BEG A (4-8): 1. Justin Wilson (Yam); 2. Kyle Foltz (Yam); 3. Tommy Cochran; (Yam).

MOD BEG (7-8): 1. Kelly Tedder (Yam); 2. Jason Hildebrand (Yam); 3. Sean Borkenhayen (Yam).

STK 50 A: 1. Justin Wilson (Yam); 2. Donald Chollar (Yam); 3. Kyle Foltz (Yam).

STK 50 B: 1. Michael Parker (Yam); 2. Justin Cody (Yam).

MOD 50 A: 1. Dennis Jonan (Yam); 2. Dallas Peick (Yam).

MOD 50 B: 1. Michael Parker (Yam); 2. Justin Cody (Yam).

BEG STK (7-8): 1. Kelly Tedder (Yam); 2. Jason Hildebrand (Yam); 3. Danny Bartz (Yam); 4. Patrick Walsh (Yam).

STK A : 1. Justin Wilson (Yam); 2. Kyle Foltz (Yam); 3. Donald Chollar (Yam); 4. J.R. Williams (Yam).

STK B: 1. Hollie Lusk (Itj); 2. Bryanna Benedict (Yam); 3. Justin Cody (Yam); 4. Brian Schoffstall (Yam); 5. Michael Parker (Yam).

Supercross Track

50 STK: 1. Chris Nihan (Yam); 2. Jonathan Rose (Yam); 3. Daniel Taft (KTM).

50 MOD: 1. Steven Brewis (Yam).

60 (6-8): 1. Chris Nihan (Kaw) 2. Clinton Pierce (Kaw); 3. Joshua Grant (Kaw); 4. Ryan Tisinger (Kaw); 5. Mark Atkins (Kaw).

60 (9-11): 1. Emitt Kling (Kaw); 2. Jason Ciarletta (Kaw); 3. Daton Beavers (Kaw); 4. Nick Alverez (Kaw); 5. Andy Pierce (Kaw).

80 (0-11): 1. Sean Hamblin (Yam); 2. Chris Panek (Yam); 3. Jason Ciarletta (Suz); 4. Daton Beavers (Suz); 5. Emitt Kling (Kaw).

80 (12-13): 1. Chris Rogers (Suz); 2. Cory Williams (Yam).

80 (14-16): 1. Oscar Valdez (Yam); 2. John Thompson (Yam); 3. Danny Carlson (Kaw).

80 (12-16) BEG: 1. Shawn Scott (Suz); 2. C.T. Tisinger (Suz); 3. Benjamin Rose (Suz); 4. Chris Ilustre (Yam); 5. Sean Peer (Yam).

125 BEG: 1. Bill Conway (Hon); 2. Jeremy Martinez (Hon); 3. Kyle Baird (Suz); 4. Jamie Clabaugh (Yam); 5. Nick Paske (Kaw).

125 NOV: 1. Josh Williams (Hon); 2. Mike Cinqmars (Hon); 3. Mark Tilley (Suz); 4. Deron Wilson (Hon); 5. Ryan Brandenberg (Hon).

125 INT: 1. Dean Van Riper (Kaw).

250 BEG: 1. Cameron Craun (Kaw); 2. Jon Reese (KTM); 3. Charlie Jones (Yam); 4. Robert Coulter (Kaw); 5. Ryan Guyse (Yam).

250 NOV: 1. Pierre LaQuerre (Hon); Chris James (Hon).

250 INT: 1. Steve Cox (Hon).

250 PRO: 1. Don Upton (Yam); 2. Dennis Dahlin (Suz).

25+ BEG: 1. Dustin Northrip (Kaw); 2. Charles Gonzales (Suz); 3. Chris Alamangos (Suz).

25+ NOV: 1. Pierre LaQuerre (Hon).

30+ BEG: 1. Derrick Leud (Yam); 2. Bob Palacios (Yam); 3. Harold Heggie (Hon).

30+ NOV: 1. T.C. Brinegar (Hon); 2. Ken Wilson (Hon); 3. Jon Nixon (Kaw); 4. Terry Macrae (Suz); 5. Carlos Johnston (Yam).

30+ INT: 1. Tony Feldhaus (Hon).

40+ NOV: 1. Ray Simmons (Hon); 2. W.G. Wilson (Suz); 3. Doug Parsen (Hon); 4. Mike Draguesku (Yam).

OTHG BEG: 1. Richard Rex; 2. Jeff Hess; 3. Greg Miller; 4. Skip Pulver; 5. Garth Gallocker.

OTHG NOV: 1. Russel Graham; 2. Ered Theil; 3. David Ward; 4. Rob Ruder; 5. Kirk LuKrofka.

OTHG INT: 1. Carlos Johnston; 2. Bob Wagner; 3. Louis Springer; 4. Eric Anderson; 5. John Rizzo

OTHG EX: 1. Todd Baldwin; 2. Roger Hayes; 3. Dan Townsend.

OTHG PRO: 1. Craig Hofmeister.

Sparks on fire at Midway MX

By George Hodkinson
Photo by Karen Hodkinson

KELLOGG, MN, JUNE 19

Chad Sparks convincingly won the 17-24 B class at the Midway Recreation Park MX by piloting his Yamaha 125 to both moto wins, while many riders in the class had chosen machinery of larger displacement.

At the start of the first 17-24 B moto, Matt Ludescher put his KX250 in the front position followed by Rich Burns, Sparks and Jamison Day. By the end of lap one, Burns had moved into the lead and was already building an advantage over the rest of the pack. Burns was increasing his lead when the seat fell off his CR250 on the third of five laps, which caused him to pull off and fall to an eventual 10th. Meanwhile, Sparks, who was in second, took over the lead after Burns' mishap, with Mike Lenarz on his heels in second and Day in third. They crossed the finish in that order.

The start of moto two saw Burns grab the holeshot with Ludescher second, Stephen Kizer third and Day fourth. By the end of lap one, the order had changed as Ludescher had dropped out with bike problems, while Day and Sparks had blitzed into the second and third positions, respectively. On lap two, Sparks disposed of Burns to take the lead, with Day doing the same on lap four to take second. At the finish, it was Sparks winning with a big lead followed by Day, Burns, Kizer, and Brent McKean.

With many of the local riders away at qualifiers for amateur nationals, three riders were able to score double-class wins: Chris Bense in 125cc and 25+ A; Jason Kempel in 17-24 and 250cc A; and Lee Theis in Youth and 125cc B.

Results

MICRO: 1. Scott Ehlenfeldt; 2. Josh Sorenson; 3. Josh Rolbiecki; 4. Andrew Wells; 5. Jeff Van Vleet.

P/W: 1. Jacob Scholar; 2. Adam Deal; 3. Geritt Clark; 4. Kyle Schantzen; 5. Jeff Van Vleet.

MINI JR: 1. Zach Derry; 2. Matt Omann; 3. Sam Vandenheuvel; 4. Carl Schubitzke; 5. Mike Evenson.

MINI SR: 1. Lucas Omann; 2. Eric Gerber; 3. Dennis Eckstrom; 4. Randy Palmer; 5. Charles Pettee.

YTH: 1. Lee Theis; 2. Luke Wiitala; 3. Ryan Bourgoine; 4. Courtney Sampson; 5. Matt Losen.

17-24 A: 1. Jason Kempel; 2. Craig Johnson; 3. Bill Tilford.

17-24 B: 1. Chad Sparks; 2. Jamison Day; 3. Stephen Kizer, 4. Brent McKean.

17-24 C: 1. Jerome Hagen; 2. Brent Herber; 3. Justin Peterson; 4. Myles Saigh; 5. Todd Kreihm.

25+ A: 1. Chris Bense; 2. Mike Masters; 3. Rusty Sorenson; 4. Todd Osman.

25+ B: 1. John Kelly; 2. Al Novotny 3. Glenn Novotny.

25+ C: 1. William Krenik; 2. Troy Tolkinen; 3. Kirk Bushman; 4. Tim Hanson; 5. David Peterson.

VET A: 1. Jeff Sorenson; 2. Michael Graif; 3. Scott Ruegg; 4. Randy Nagel.

VET B: 1. Chris Hinds; 2. Timothy Rood; 3. Tim Blake; 4. Mark Schantzen.

VET C: 1.Thomas Koenig; 2. David Koenig; 3. Dave Hencir; 4. Brian Cole; 5. Randy Derry.

SR 40+: 1. Brian Otto; 2. David Knospe; 3. Jerry Bumgardner; 4. Roger Higgins; 5. Tom Labeau.

50+: 1. Jim Denevan; 2. Mike Carter; 3.James Kirkpatrick.

WMN: l. Jill Wilber; 2. Tracy Alexander.

125 A: 1. Chris Bense; 2. Jason Kempel; 3. Heath Voss; 4. Pat Ready; 5. Scott Ruegg.

125 B: 1. Lee Theis; 2. Chad Sparks; 3. Jamison Day; 4. Brent McKean; 5. Troy Goehrs.

125 C-1: 1. Justin Peterson; 2. Eric Tindelholt; 3. Scott Braaten; 4. Jason Vandenheuvel; 5. Jason Miller.

125 C-2: 1. Chris Older; 2. Jay Scherbring; 3. Dave Guzzo; 4. Tim Grayson; 5. Luke Adelmann.

250 A: 1. Jason Kempel; 2. Heath Voss; 3. Michael Luoma.

250 B: 1. Jon Dullum; 2. Mike Clark; 3. John Kelly; 4. Glen Novotny; 5. Al Novotny.

250 C: l. Jeff Asher; 2. Perry Wolff; 3. Brad Mason; 4. Dave Knospe; 5. Troy Tolkinen.

OPEN C: 1. Brent Herber; 2. Steve Zwinger; 3. Greg Kalis.

Thomas, Strickland reign at Ocala Motocross

By Kyle Myers

OCALA, FL, JULY 3

Woody Strickland and Jason Thomas were the kings of their classes, with each taking double-class wins, at round fifteen of the Florida Motocross Club Series held at Florida Motocross Complex.

An overcast day greeted the 120 riders on hand that watched Strickland win the 35 and 40+ classes and Thomas top the 85cc (14-15) and Super Mini divisions.

In the first moto in the 40+ class, Strickland led the entire field around the first turn before taking off. By the end of the second lap, Strickland had moved into the lead to hold on for the win over Tom Fogg, Charles Lehing, Ron Hawk and Greg Parsons.

The second moto was all Strickland, leading wire to wire on his Performance Engineering/Great Raceway-backed YZ250 over Fogg, Lehing, Hawk and Parsons.

Strickland was at it again in the 35+ race, where Eric Lindstrom jumped out to the early lead. Strickland followed Lindstrom for one lap before stepping up the pace and motoring by for the win. Lindstrom, Fogg, Lehing and Joe Steidl followed him home.

Most of the second motos were called because of heavy rain, with thunder and lightning. In the first and only Super Mini moto, Aaron Lindsey shot into the lead with Jason Thomas, Tim Bantle, Clint Shealy and Brandon Smith giving chase. Thomas quickly moved Lindsey back to second as the field hit the back section of the course. Then Streit's-backed Thomas pulled away from the field, while Andrei Boloni slipped by Smith for the fifth spot. Bantle and Shealy battled for the third until Shealy doubled past Bantle at the halfway point of the seven-lap moto. By this time, Thomas had opened up a 10-second advantage, and he held on for an easy win over Lindsey, Shealy, Bantle and Boloni.

Results

P/W: 1. Matthew Goerkr (Yam); 2. Robert Holstein (Yam); 3. Cody Roth (Yam); 4. Randy Charron (Yam); 5. Michael Lozaw (Yam).

60: 1. Troy Adams (Kaw); 2. Ryan Davis (Kaw); 3. Jeff Moore (Kaw); 4. Justin Holstein (Kaw); 5. Casey Baker (Kaw).

85 (7-11): 1. Aaron Lindsey (Kaw); 2. Clint Shealy (Kaw); 3. Tim Bantle (Kaw); 4. Andrei Boloni (Suz); 5. Tom Parsons (Suz).

85 (12-13): 1. Troy Adams (Suz); 2. Josh Baker (Kaw); 3. Steve Binegar (Hon).

85 (14-15): 1. Jason Thomas (Kaw); 2. Joe Penauto (Yam).

15-24: 1. Jason Dodds (Yam); 2. Jason Thomas (Kaw); 3. James Joiner (Hon); 4. Ronnie Renner (Yam); 5. Travis Willis (Hon).

125 A: 1. Josh Latina (Kaw).

125 B: 1. Jason Dodds (Yam); 2. Dave Wincott (Suz); 3. Kyle Myers (Suz); 4. Keith McQuaig (Suz); 5. Jim West (Hon).

125 C: 1. Ronnie Renner (Yam); 2. James McCormick (Suz); 3. Travis Willis (Hon); 4. Scott McGuigan (Hon); 5. James Joiner (Hon).

250 A: 1. Josh Latina (Kaw).

250 B: 1. Jeff Reynolds (Yam); 2. Tim Eggers (Suz); 3. Steve Dye (Kaw).

250 C: 1. Greg Boyle (Hon); 2. Eric Lindstrom (Hon); 3. Mike Lepp (Yam); 4. Mark Bazinet (Kaw); 5. Kirk Layfield (Hon).

25+: 1. Jeff Reynolds (Yam); 2. Tim Eggers (Suz); 3. Steve Dye (Kaw); 4. Kirk Layfield (Yam); 5. Allan Drahgin (Kaw).

30+: 1. Mitch Holstein (Kaw); 2. Woody Strickland (Yam); 3. Mark Bazinet (Kaw); 4. Joe Steidl (Hon); 5. Geo McGourty (Hon).

35+: 1. Woody Strickland (Yam); 2. Eric Lindstrom (Hon); 3. Tom Fogg (Kaw); 4. Charles Lehing (Hon); 5. Joe Steidl (Hon).

40+: 1. Woody Strickland (Yam); 2. Tom Fogg (Kaw); 3. Charles Lehing (Hon); 4. Ron Hawk (Hon); 5. Greg Parsons (Yam).

OPEN NOV: 1. Keith McQuaig (Hon); 2. Mitch Holstein (Kaw); 3. Rich Leonard (Kaw); 4. Steve Phillips (Hon); 5. Chris Reynolds (ATK).

125/250 BEG: 1. Brandt Frenchman (Hon); 2. Tim McLin (Kaw); 3. Scott Slater (KTM); 4. Ray Hottman (Suz); 5. Scot Savage (Kaw).

S/MINI: 1. Jason Thomas (Kaw); 2. Aaron Lindsey (Kaw); 3. Clint Shealy (Kaw); 4. Tim Bantle (Kaw); 5. Andrei Boloni (Suz).

Crane, Jensen collect Hillsboro Speedway wins

By Clay Light

HILLSBORO, OR, JULY 2

Speedway motorcycles made a rare Oregon appearance in an attempt to popularize the sport in the Northwest at the Washington County Fairgrounds. Picking up wins were Frank Crane Jr., and Canadian Jan Jensen.

A $2000 purse was up for grabs, reeling in riders from all over the Northwest and as far away as British Columbia for the Ray Jackson-promoted eighth-mile race. A good-sized crowd was on hand to witness two separate programs - day and evening - displaying some amazing talent on several different types of machines.

Jensen, who made the trek from Vancouver, B.C., was the winner of the first qualifying heat race aboard his Weslake, while Dave Darst won the second heat - both taking direct transfers. Oregon's Crane, the former AMA Expert dirt tracker, was winner of the semifinal on a Jawa.

Saturday afternoon's main saw another of the several flat trackers on hand, Mike Budschadt, take the lead, only to lose it to Jensen. Budschadt then dropped to third as Crane got by. For the time being, Crane would have to be satisfied with second behind the Canadian, but ahead of Budschadt, Darst and Craig Farnsworth.

Heat-race positions were determined by qualifying times, which saw Jensen come out on top. Jensen and Durst battled it out in the first heat race, with Jensen nabbing the win. The second heat went to Crane, who led start to finish, beating AMA Expert Speedy Kell, the National Number 54 plateholder, with Farnsworth taking third. Only the winner transferred direct.

Things were chaotic at the start of the semi, which took three restarts to finally get the riders settled down. Budschadt initially led, but Darst, saving himself from a near spill, took the win.

Saturday night's main event had Jensen leading Crane and Darst into turn one. Darst got by Crane, then finally by Jensen, to take the lead, with things then mixing up between Crane and Jensen. With the checkered flag in sight, Crane got by Jensen and Darst slid out, with Crane right there to take the win aboard his Hap Jones/Toy Racing/Elliot Long/Mt. Hood Honda-sponsored Jawa.

"I'm really jazzed," said Crane, who several years ago gave up dirt track to pursue speedway. The track's a little rougher than it should've been, but the main thing was to get the sport exposure."

Results

MAIN 1: 1. Jan Jensen (Wes); 2. Frank Crane (Jaw); 3. Mike Budschadt (Wes); 4. Dave Durst; 5. Craig Farnsworth (Gdn).

MAIN 2: 1. Frank Crane (Jaw); 2. Mike Budschadt (Wes); 3. Jan Jensen (Wes); 4. Dave Durst; 5. Speedy Kell.

HDCP: 1. Mike Budschadt (Wes); 2. Frank Crane (Jaw); 3. Speedy Kell (Wes).

Garroutte scoots at Sacramento Motocross

By John Silva

SACRAMENTO, CA, JULY 1

Sam Garroutte raced his Kawasakis to 125 and 250cc Junior-class wins in Friday night CMC motocross at Sacramento Raceway.

Garroutte began his quest properly, with a holeshot in his first moto, while the rest of the 250s gave chase. With both Juniors and Beginners on the track, the racers quickly spread out over the course. Garroutte made easy work of the many rockers, whoops and double jumps as he raced unchallenged to the checkered flag, with David Highfill and Peter Crowell a distant second and third, respectively.

Moto two was deju vu, with Garroutte blasting through the first turn in front and easily maintaining his distance from any would-be challengers. Highfill and Crowell stayed closer to the gassin' Garroutte this moto, but again had to settle for second and third place, respectively, for both the moto and overall score.

In the first 125cc Junior moto, Glen Williams throttled his Suzuki to charge ahead of Garroutte and the others upon exiting the first turn. Williams poured it on as he tried to distance himself from the wild pack of 125cc Juniors and Beginners. Through the early part of the six-lap race, Garroutte seemed content to motor around in second, with third-place rider Mike Miller a short distance behind.

Although Garroutte made a charge late in the race, the order at the finish remained: Williams first, Garroutte second, and Miller third.

In moto two, Williams and Garroutte provided the anticipated thrills when they exited the first turn side by side, with Miller, Dan Denuzzo and Troy Kenzy flailing dirt-close behind. The leaders jammed through a sweeper, still bar to bar, and drag-raced the straight toward the far side of the track. Sizeable braking bumps guarded the entrance to the next turn, and both Williams' and Garroutte's bikes hopped a bit in the chopped-up entrance to the turn. Contact was inevitable as no one gave an inch, and when it occurred, Williams lost control after his Suzuki popped out from under him, causing Williams to plant himself into the ground like a seed. Williams slowly remounted, but by the time he resumed the chase, the race belonged to Garroutte.

Results

P/W: 1. Adam Kowyclyk (Yam); 2. Jimmy Crandal (Yam); 3. Travis Cecil (Yam).

60: 1. David Crandall (Kaw); 2. Nick Moore (Kaw).

80 BEG: 1. Patrick Harlow (Hon); 2. Terry Pitts Jr. (Yam).

80 ADV: 1. Brett Racine (Kaw); 2. Ryan Wallace (Hon).

125 BEG: 1. Mike Miller (Hon); 2. Troy Kenzy (Yam); 3. Wes Masterson (Hon); 4. Steve Slaney (Kaw); 5. Jordan White (Hon).

125 JR: 1. Sam Garroutte (Kaw); 2. Glen Williams (Suz); 3. Dan Denuzzo (Kaw).

250 BEG: 1. Eiske Tomita (Suz); Mark Foerdor (Hon); 3. Dan Klatt (Hon).

250 JR: 1. Sam Garroutte (Kaw); 2. David Highfill (Kaw); 3. Peter Crowell (Kaw).

500 AM: 1. Jeff Santos (KTM); 2. Michael Light (Yam).

VET BEG: 1. Brian Guyton (Hon); 2. Dan Spencer (Kaw); 3. Darin Miller (Yam); 4. Rick Cerventes (Hon); 5. Phillip Lenerd (Hus).

INT: 1. Carl Baker (Kaw).

PRO:1. Pat Comm (Yam); 2. Greg Tirheimer (Suz).

Padilla pounds Starwest MX

By David Procida

MORENO VALLEY, CA, JUNE 29

Jason Padilla put in two good rides to take the overall win in the highly competitive 125cc Novice class, kicking off the Wednesday Night Marty Smith Series at Starwest Supercross Series.

In moto one, Joel Nunnally grabbed the holeshot with Rick Richards, Brandon Schneider and Mike Gibson rounding the turn in very close company. Richards wasted little time and stuffed underneath Nunnally to take the lead, with Schneider taking up the slack.

Richards made the grandstand double double look easy, and with nobody in front to slow him down began to pull away from the pack. Padilla had gated midpack and was riding hard as he displaced Jason Sobiesiak at midmoto, then in a wild move over the triple, he jumped to the far inside and passed Nunnally, Gibson, Schnieder and all in one move. He then set out after Richards, but had a large gap to make up in order to be in a position to challenge.

Richards had other ideas, though, and as he took the white flag glanced back to see the rapidly approaching Padilla. He immediately picked up the pace a notch and protected his lead to the finish line. Padilla had to settle for second ahead of Gibson.

The moto-two start looked like a mad dash, as everyone wanted the holeshot and no one was backing off, but only one rider wound up leading the pack and that rider was Richards, picking up where he left off in the first moto.

Padilla had gated much better this moto and was running fourth until soaring by Nunnally on the "Leap," a 35-foot step-down jump. Padilla was charging hard and closing fast, and as the white flag came out for Richards, Padilla was only a couple of bike lengths away. The two went tooth and nail through the "Snake Pit," side by side over the infield double, and it was a drag race down the back straightaway. The two riders disappeared from sight momentarily going into the "Phantom" corner, and the first rider to reappear over the leap was Padilla, with Richards now in tow.

Padilla carefully guarded his lead to the checkered to take the overall win with Richards earning second. Finishing third was Gibson with a pair of third-place finishes. Nunnally held on for fourth overall and Schneider recovered from his fall to break into the top five overall with a 4-8 day.

Results

60 (6-8): 1. Joshua Grant (Kaw); 2. Scott Simon (Kaw); 3. Ricky Oliver (Kaw); 4. Jason Medina (Kaw); 5. Kevin Folghraiter (Kaw).

60 (9-11): 1. Nick Alverez (Kaw); 2. Daton Beavers (Kaw); 3. Anthony Bruscella (Kaw).

80 (0-11): 1. Chris Hunsinger (S uz); 2. Todd Clayton (Yam).

80 (12-13): 1. Robbie Couse (Suz).

80 (14-16): 1. Oscar Valdez (Yam).

80 (12-16) BEG: 1. Corey Clayton (Yam); 2. Matt Jorgenson (Yam); 3. Richie Rotan (Kaw); 4. Isaiah Titus (Yam); 5. Elijha Titus (Yam).

(Top) Jason Padilla dominated the 125cc Novice action at Starwest Supercross Park. (Above) Mark Horton (19) goes for massive air while dicing with Rodney Morrison (7) in the Vet Pro class at the Los Angeles County Raceway MX.

WMN: 1. Tami Rice (Suz); 2. Jennifer Clayton (Hon); 3. Michele Bancroft (Yam).

125 BEG: 1. Ryan Dietrich (Suz); 2. David Rainey (Kaw); 3. Jason Beck; 4. Howey Erikson (Suz); 5. Tim Clayton.

125 NOV: 1. Jason Padilla (Suz); 2. Rick Richards (Kaw); 3. Mike Gibson (Hon); 4. Joel Nunnally (Hon); 5. Brandon Schnieder (Suz).

125 INT: 1. Tim Beatty (Yam); 2. Paul Weel (Kaw); 3. Leo Tidwell (Hon); 4. Dan Bonnor (Yam); 5. Terrance Malan (Suz).

125 PRO: 1. Mike Metzger (Yam).

250 BEG: 1. Larry Cole (Hon); 2. Tony Perez (Yam).

250 NOV: 1. Jason Padilla (Yam); 2. Nick Abato (Yam); 3. Chris Manasse (Yam).

250 INT: 1. Carey Hart (Kaw); 2. Leo Tidwell (Hon); 3. David Riordan (Hon).

250 PRO: 1. Jeff Matiasevich (Yam); 2. Ed Redman (Hon); 3. Jeff Tilton (Suz); 4. Chip Rotan (Kaw).

500 INT: 1. Danny Walsh (Hon).

25+ NOV: 1. Nick Abato (Yam).

30+ BEG: 1. Robert Seeds (Suz); 2. Tim Briney (Hon); 3. Skip Pulver (Kaw); 4. Rick Canfield (Suz); 5. Steve Canfield (Suz).

30+ NOV: 1. T.C. Brinegar (Hon); 2. Ken Wilson (Hon) 3. Jon Nixon (Kaw); 4. Terry Macrae (Suz); 5. Carlos Johnston (Yam).

30+ INT: 1. Tony Feldhaus (Hon); 2. Marc Crosby (Kaw).

40+ NOV: 1. Ray Simmons (Hon); 2. David Procida (Kaw).

Derrick devastating at LACR Motocross

By Greg Robertson

PALMDALE, CA, JULY 1

Leston Derrick made a shambles of the 125cc Beginner class by running away and hiding to score two decisive wins during California Racing Club's Friday night motocross at Los Angeles County Raceway.

Bo Leyva led the pack out of the first turn, but his reign was short-lived, as he went down and dropped to sixth on the opening lap. Derrick inherited the lead and said good-bye to the rest of the field. Jeremy Langham, Travis Smith and Shawn Dunne got into a heated argument over the runner-up position, with Smith prevailing by the midway point.

Derrick's blistering pace had him seeing the checkered flag with a 15-second lead. Leyva worked back up through the pack from his first-lap fall to move around Smith and take a hard-fought second. Dunne was on Smith's rear fender for a close fourth.

Derrick was untouchable in the second moto, leading from start to finish, which left it to the riders behind him to provide the only racing. Leyva motored around Eddie Caret to run in second place for a lap before going down and dropping to the back of the pack. Caret also went down a half-a-lap later and joined Leyva as a backmarker.

It was then Langham's turn to try the number-two spot while being heavily pressured by Dunne and Wes Dell. They both got around Langham and started fighting over the runner-up slot. Dell held off Dunne's charge all the way to the checkers, taking second in the moto. Dunne's 4-3 finishes earned him the second place trophy, with Smith's 3-4 score taking third. CN

Results

P/W B-2: 1. Aron Tomota; 2. Bryanna Benedict (Yam); 3. Lil Mc D (Yam); 4. Justin Clenard (Hon); 5. Christopher Jancich (Yam).

P/W B-1: 1. Charles Messer (Yam); 2. Jared Tebo (Yam); 3. Jimmy Soliz (Yam); 4. West Ransom (Yam); 5. Ryan Pulliam (Yam).

P/W A: 1. Ryan Roybal (Yam).

P/W MOD: 1. Sean Collier (Yam).

60 BEG: 1. Chris Norr (Hon); 2. Rad Nakama (Kaw); 3. Steven Cisar (Kaw); 4. Aron Tomota (Kaw); 5. Justin Clenard (Kaw).

60 (0-8): 1. Chris Nihan (Kaw); 2. Sean Collier (Kaw); 3. Blake Margheim (Kaw): 4. Anthony Barbacovi (Kaw).

60 (9-11): 1. Scott Howe (Kaw); 2. Gerard Patin (Kaw).

80 BEG: 1. Gerard Patin (Yam); 2. Chaz Smith (Kaw); 3. Chris Nihan (Yam); 4. Jeff Verseput (Suz); 5. Ty Hathaway (Yam).

80 (7-11): 1. Scott Howe (Suz); 2. Donnie Durrer (Suz); 3. J.R. Terry (Suz): 4. Johner Faulkner; 5. J.C. Abbott (Kaw).

80 (12-13): 1. Devin Seeger (Suz); 2. J.J. Bonanno (Yam).

125 BEG: 1. Leston Derrick (Kaw); 2. Shawn Dunne (Yam); 3. Travis Smith (Yam); 4. Wes Dell (Suz); 5. Bo Leyva (Suz).

125 NOV: 1. Michael Collier (Kaw); 2. Eric Anderson (Kaw); 3. Michael Rowland (Kaw); 4. Keny Terracciano (Hon); 5. Bob Arens (Suz).

125 INT: 1. Casey Lytle (Hon); 2. Paul Weel (Kaw); 3. Nick Mairose (Suz).

250 BEG: 1. Rick Nolte (Suz); 2. Michael Kautz (Hon); 3. Nic Rositani (Yam); 4. Bid Davis (Yam); 5. Shane Sombers (Hon).

250 NOV: 1. David Thomforde (Suz); 2. Josh Bispo (Hon).

250 INT: 1. Augusto Freytes (Kaw); 2. Brian Highsmith (Yam); 3. Robbie Dunham (Yam).

PRO: 1. Peter Ware (Hon); 2. Owen Dickson (Kaw).

500 NOV: 1. Matt Tittlemier (Kaw); 2. Dragos Lungu (Kaw).

JR VET BEG: 1. Nic Rositani (Yam); 2. Bryan Sudbery (Hon); 3. Steve Sagely (Yam); 4. Charles Shannon (Hon); 5. Ron Gregg (Suz).

JR VET NOV: 1. Mike Lucas (Kaw); 2. John Jefferies (Hon); 3. J. Erickson (Hon).

JR VET INT: 1. Brian Nall (Hon); 2. Mike Crosby (Kaw); 3. Malcolm Solley (Hon).

VET BEG: 1. David Alosiso (Yam); 2. J.J. Harris (Suz); 3. Ted Roybal (Hon); 4. Jerry Noone (Kaw); 5. Kurt Kliewer (Suz).

VET NOV: 1. Tony Pulliam (Yam); 2. Glen Watson (Suz); 3. John Knight (Kaw).

VET INT: 1. Joel Seals (Suz).

VET PRO: 1. Brad McLeod (Hon); 2. Rodney Morrison (Hon); 3. Mark Horton (Yam).

SR EX: 1. Chris Slick (Hon); 2. Bob Dunham (Yam).

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The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video.

(#162D) '93 AMA Nat'l. MX Season Review
Follow the highlights of the 1993 outdoor Nationals in all 3 classes, from Southwick, Gainesville, Sacramento, Mt. Morris, Unadilla, Buchanan, Glen Helen, Troy, Millville, Washougal, Delmont and Binghamton in the chase for the 125, 250 and last-ever 500 AMA National MX crowns. 90 minutes from Motovideo.

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles: Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focus on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video.

■ SUPERCROSS ■■■

(#325) Throttle for the Gold
The story of the 1990 Supercross Series: racing full throttle, criss-crossing the USA, Jeff Stanton, J. M. Bayle, Jeff Ward and the rest make 18 stops on the tour for the Supercross title. 45 minutes from Motovideo.

(#325A) Flight to the Finish
The review of the 1991 AMA Camel Supercross Series featuring the Coors Light Challenge as America's top racers chase the #1 plate around the country. 75 minutes from Motovideo.

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo.

(#325C) All Crossed Up
This review of the entire 1993 Supercross season sees the emergence of Jeremy McGrath as "the greatest Supercross rookie sensation" in history. Trying to achieve his own personal record, Guy Cooper tries all season for his first AMA Supercross win in his farewell tour of the series. 1993 also marks the final year for Damon Bradshaw, as he turns in his early retirement. 60 minutes from Motovideo.

■ TOURING & ROAD RIDING ■■■

(#10) 1990 AMA Heritage Homecoming
Captures the excitement of the opening of the AMA Motorcycle Heritage Museum in August 1990 in Columbus, Ohio. 60 minutes from Motovideo.

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design.

■ ROAD RACING ■■■

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo.

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA.

(#78E) 1993 GP Review
A complete 3-hour video detailing the entire 1993 FIM 500cc Grand Prix Road Racing Series. Follow the triumph and heartbreak of the season with the top GP players including Mick Doohan's amazing comeback, Kocinski's triumphant return to the premiere 500 class, Wayne Rainey's triumph and tragedy, and the crowning of Kevin Schwantz for his first-ever World Championship. All 14 rounds are here - don't miss this great season review. 180 minutes from Duke Video USA.

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video.

(#81B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.

(#81D) '93 Laguna Seca US Grand Prix
John Kocinski raced the factory Cagiva to glory over Lucky Strike Suzuki's Alex Barros and Marlboro Roberts Yamaha's Luca Cadalora, confirming a straight flush of five American 500cc GP class winners at the California circuit. 55 minutes from Motovideo.

(#82D) '93 Spanish RR Grand Prix
55 minutes from Motovideo.

(#83D) '93 Italian RR Grand Prix
55 minutes from Motovideo.

(#80D) '93 Japanese RR Grand Prix
55 minutes from Motovideo.

(#93D) '93 Austrian RR Grand Prix
55 minutes from Motovideo.

(#84D) '93 German RR Grand Prix
55 minutes from Motovideo.

(#86D) '93 European (Spain) RR Grand Prix
55 minutes from Motovideo.

(#87D) '93 Dutch RR Grand Prix
55 minutes from Motovideo.

(#88D) '93 Spanish (Jarama) RR Grand Prix
55 minutes from Motovideo.

(#90D) '93 British RR Grand Prix
55 minutes from Motovideo.

(#92D) '93 Czech RR Grand Prix
55 minutes from Motovideo.

(#96D) '93 Australian RR Grand Prix
55 minutes from Motovideo.

(#98D) '93 Malaysian RR Grand Prix
55 minutes from Motovideo.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT '92. 115 minutes from Duke Video USA.

(#94D) 1993 Isle of Man TT
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA.

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From pre-season testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA.

(#103A) Kevin Schwantz - World Champion
The terrific Texan finally acheived his goal in '93 after a tough season of highs and lows. Follow Kevin's rise to the World Championship title, and go behind the scenes with the champ, his family and the Suzuki team for an in-depth look at what makes Kevin Schwantz tick. 60 minutes from Duke Video USA.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.

(#410) 1990 World SB Season Review
Compiled from the best moments of the 750cc World Superbike Series, the 1990 season review offers the most memorable and action-packed footage of each round. From triumph to defeat, across the vigorous tracks of the world, Honda, Yamaha and Ducati lead a fierce manufacturers' fight featuring their top racers: the U.S.' Flying Fred Merkel, France's Raymond Roche, Britain's Rob McEinea, Italy's Giancarlo Falappa and Australia's Rob Phillis. 90 minutes from Powersports Video.

■ SPEEDWAY ■■■

(#45C) 1993 US Speedway Nat'l C'Ship
America's top riders go head to head to see who will wear #1 in 1994. 60 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships '91
The best riders on ice from the USA and the world meet at Tucson, Arizona to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

■ CRASHES ■■■

(#66) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#147A) Bonzai Blackwater
"High Muddy Water" - the sequel to "Mud Wars" - features the latest footage from Blackwater '93 with the most current, thrilling, and spine tingling view of the insanity of this famous motorcycle and ATV extravaganza. 55 minutes from Motovideo.

(#176) Crash Impact
Disasters and mayhem from a variety of motorsports including superbikes, MX, supercross, NASCAR, mud bogs, monster trucks, Indycars, and power boats. 60 minutes from Powersports Video.

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video.

■ DIRT TRACK ■■■

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ en route to his third straight title and get to know the man behind the Number One plate. 60 minutes from Motovideo.

(#180) #1 and Proud of It
A look at the rich history of the Harley-Davidson dirt track racing team from past to present. 60 minutes from Motovideo.

■ VINTAGE ■■■

(#19) Barry Sheene - Champion
Barry Sheene was arguably Britain's most famous 2-wheeled star. Sheene combined great ability on a motorcycle with a strong cockney character to become Britain's first motorcycle TV personality. This video profiles his career and lifestyle, including his 500cc World Championships and 750cc world Championship. 65 minutes from Duke Video USA.

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - classic racing at its best. 69 minutes from Powersports Video.

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scenes of the old 14-mile Nurburgring circuit with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller; also footage of the frightening Northern Ireland Ulster GP course. From Halmar Video

(#116) Racing into History
Four famous British circuits & legendary heroes. John Surtees on the MV at Brooklands in '58 challenged in '59 at Silverstone by a 19-year old Hailwood; 17 brands of bikes race at Oulton; and the '58 Isle of Man TT. 55 minutes from Halmar Video

(#130) It's a Triumph
Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vich, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Haliman, Dave Bickers, Joel Robert, and Roger DeCoster; also Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Features Parnelli Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, and Dallas Baker. 30 minutes from KWB Marketing Group.

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 min. from Duke Video USA.

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA.

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA.

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today; Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA.

■ ENDURO & DUAL SPORT ■ ■ ■

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "'raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#110B) 1992 Blackwater 100
60 minutes from Motovideo.

(#110C) 1993 Blackwater 100
This special extended-length Blackwater video brings you all the mud bogs, river crossings, and difficult mountainous terrain on the infamous Blackwater 100. Narrated by Larry Maiers. 77 minutes from Motovideo.

(#190) 1993 LA to Barstow to Vegas
Join over 400 riders in the biggest dual sport classic of the year. Enjoy this legendary trail ride on Thanksgiving weekend 1993 as they ride from Los Angeles (Colton), California on Saturday, and continue from Barstow to Las Vegas on Sunday. If you rode this event, you're probably on this video! 110 minutes from After Images Video.

(#210) 1993 Colorado 500
Join the legends of motorcycle sport on the classic 18th annual invitation-only Colorado 500 trail ride. Features 5 days and 500 miles of the best trail riding in America. 90 minutes from L&M Productions.

(#211) 1994 Cycle News/Loretta Lynn Dual Sport Ride
Get in on the springtime fun at this round of the '94 AMA National Trail Ride Series at the scenic Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee. 60 minutes from Kern Video Productions.

■ INSTRUCTIONAL & TECHNICAL ■ ■ ■

(#11) Rick Johnson - Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

(#17) How To Buy a Motorcycle
What to look for, to make sure you buy the used motorcycle that is right for you. 30 minutes from Motovideo.

(#18) "Showtime" Jeremy McGrath
It's America's supercross sensation, Jeremy McGrath, in his all-new whirlwind video. Highlights Jeremy's record-breaking '93 season and gives you the inside scoop on Jeremy at practice and play in Southern California. If you're a big Jeremy McGrath fan, you'll have to own this up close and personal documentary. 90 minutes from Motovideo.

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension set-up and fundamental riding technique. 42 minutes from DB Sports.

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle set-up and riding techniques for challenging terrain and obstacles. 26 minutes from DB Sports.

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from DB Sports.

(#27) This is Motorcycle Trials
Top trials riders Steve Colley and Sammy Miller explain and demonstrate the art of trials riding, from basic principles to winning techniques. This video also covers the development of trials bikes and the sport over the last 40 years. 60 minutes from Duke Video USA.

(#30) Cartridge Fork Service & Tuning
Dirt Rider Magazine's tech editor Eric Gorr shows you how to do comprehensive service and tuning on Kayaba and Showa cartridge forks. Applicable to dirt and street bikes. Includes bonus 10-page manual. 95 minutes from Forward Motion Video.

(#31) 2-Stroke Engine Design & Tuning
Dirt Rider magazine's Eric Gorr demonstrates how to use TSR computer programs to design cylinder porting, combustion chambers and pipes. Learn how to use porting tools and a lathe to machine engine parts. Includes bonus 30-page manual. 120 minutes from Forward Motion Video.

(#24) The Basics #1/Motorcycle Maintenance
Basic maintenance knowledge specifically for HD motorcycles; applicable to most any brand. Includes information on spark plugs, identifying parts, charging systems, the drive chain and primary chain adjustment, bleeding your brakes and more. 60 minutes from Video Manuals.

(#25A) Big Twin Evo
How to do your own basic maintenance and tuning of your Harley-Davidson Big Twin Evolution model motor. Part of the "Chrome Don't Getcha Home" Video Series. 70 minutes from Video Manuals.

(#26) H-D Transmission Repair
Complete teardown, repair, service and assembly information on rebuilding Harley-Davidson 5-speed transmissions. 60 minutes from Video Manuals.

(#100) Rick Johnson's "Motovation"
Rick Johnson shows you how to approach the sport of MX his way, from mental preparation to physical training and riding technique. 70 minutes from Motovideo.

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#135) Street Smarts
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers who show you safety techniques you can apply to your street riding. From Street Smarts Video.

(#135A) Street Smarts II
Picks up where Volume 1 left off, and continues to give you useable street riding techniques and information from well-known riders such as Wes Cooley, Chuck Graves, David Emde, Ca Rayborn III and others who show you more safety techniques you can apply to your street riding. Also features new on-track race footage and on-bike sequences shot on the mean streets of Los Angeles. 45 minutes from Street Smarts Video.

(#135B) Street Smarts III: Danger Zones
"Danger Zones" takes a look at street riding tactics and some of the situations you may encounter on the street, so that when and if they occur, you already have a plan of what you might do to avoid an accident. This video will make you think before you are put on the spot. Contains on-bike footage, computer animation and interviews. 37 minutes from Street Smarts Video.

(#177) The Ride!
The streets are dangerous! If you don't know what you're up against, you're in trouble. "The Ride!" shows you how to be safer on the street. 40 minutes from JR Productions.

What's New?...

- ★ 1993 AMA National Motocross Season Review
- ★ 1993 AMA SX Season Review ("All Crossed Up")
- ★ 1993 LA to Barstow to Vegas Dual Sport Ride
- ★ 1993 Colorado 500 Trail Ride
- ★ 1994 Cycle News/Loretta Lynn's Nat'l Dual Sport Ride
- ★ Big Twin Evo Tuning & Maintenance

(#178) Wanna Race?
Doug Polen, Jamie James, Scott Russell, Donald Jacks and other top racers show you how to get off the street and into club road racing; what you need, what to expect, how to get started at the amateur level. 60 minutes from JR Productions.

■ DRAG RACING ■ ■ ■

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

(#126) Drag Bike Extravaganza
Everything you ever wanted to know about motorcycle drag racing with commentary by Pro Stock National Champion Dave Schultz. 60 minutes from Powersports Video

■ MOVIES ■ ■ ■

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix-90 minutes from KWB Marketing Group.

(#181) Heavy Duty: 90 Years w/ H-D
An all-around look at the H-D mystique, from the 90th anniversary celebration in Milwaukee to Sturgis and Daytona; a look at the various big twin designs, a tour of the Milwaukee factory, custom built Harleys and racing, too...Harley drag racing, dirt track and road racing, including some spectacular crashes. 70 minutes from Duke Video USA.

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World Championship Road Race Series
7/17 Le Mans, France, Rnd 9
7/24 Donington Park, Eng., Rnd 10
8/21 Brno, Czechoslovakia, Rnd 11
9/11 Monterey, California, Rnd 12
9/25 Buenos Aires, Arg., Rnd 13
10/9 Catalunya, Spain, Rnd 14

World Championship Superbike Road Race Series
7/17 Osterreichring, Austria, Rnd 6
8/21 Sentul, Indonesia, Rnd 7
8/28 Sugo, Japan, Rnd 8
9/11 Assen, Holland, Rnd 9
9/25 Mugello, Italy, Rnd 10
10/2 Jerez, Spain, Rnd 11
10/30 Phillip Island, Australia, Rnd 12
11/6 Buenos Aires, Arg., Rnd 13

World C'ship 125cc MX Series
7/17 Borgo Mag, San Marino, Rnd 9
7/31 Goldbach, Germany, Rnd 10
8/7 Foxhill, England, Rnd 11
8/28 Borgloon, Belgium, Rnd 12

World C'ship 250cc MX Series
7/17 Heinola, Finland, Rnd 11
7/31 Budds Creek, U.S., Rnd 12
8/7 Maracay, Venezuela, Rnd 13
8/21 Suzuka City, Japan, Rnd 14
9/4 Gaildorf, Germany, Rnd 15

World C'ship 500cc MX Series
7/17 Folkendange, Lxmbrg., Rnd 10
8/7 Namur, Belgium, Rnd 11
8/21 Hertzgerlingen, Germ., Rnd 12

World Championship Supercross Series
10/5-6 Barcelona, Spain, Rnd 1
10/12-13 Paris, France, Rnd 2
10/26-27 Tokyo, Japan, Rnd 3
12/2-3 Geneva, Switzerland, Rnd 4

World C'ship Enduro Series
7/24 Kaposvar, Hungary, Rnd 6

World C'ship Trials Series
7/17 Caredine, Italy, Rnd 9
7/24 Biasca, Switzerland, Rnd 10

World Individual Speedway Championship
8/20 Vojens, Denmark

World Team Speedway C'ship
9/18 Brokstedt, Germany

Motocross des Nations
9/11 Roggenburg, Switzerland

International Six Day Enduro
9/20-25 Tulsa, OK
Info 918/599-8282

AMA Grand Nat'l C'ship Series
7/16 Hagerstown, MD, Rnd 10
7/23 Sedalia, MO, Rnd 11
7/30 Oklahoma City, OK, Rnd 12
8/7 Peoria, IL, Rnd 13
8/10 Rapid City, SD, Rnd 14
8/13 Denver, CO, Rnd 15
8/20 Indianapolis, IN, Rnd 16
8/28 Goshen, IN, Rnd 17
9/4 Springfield, IL, Rnd 18
9/10 Castle Rock, WA, Rnd 19
9/17 Sacramento, CA , Rnd 20
10/8 Pomona, CA, Rnd 21
10/16 Del Mar, CA, Rnd 22
Info 614/891-2425

AMA Harley-Davidson 883 Nat'l Championship Series
7/16 HM Hagerstown, MD, Rnd 9
7/23 HM Sedalia, MO, Rnd 10
8/10 HM Rapid City, SD, Rnd 11
8/13 *HM Denver, CO, Rnd 12
9/4 M Springfield, IL, Rnd 13
9/17 M Sacramento, CA, Rnd 14
10/8 HM Pomona, CA, Rnd 15

AMA Regional Dirt Track Championship Series
7/15 HM W. Lebanon, NY, Rnd 9
8/21 HM Terre Haute, IN, Rnd 10
8/26 HM Greenville, OH, Rnd 11
9/3 M Springfield, IL, Rnd 12
9/9 TT Castle Rock, WA, Rnd 13

AMA 125/250cc National Championship MX Series
7/17 New Berlin, NY, Rnd 7
7/24 Troy, OH, Rnd 8
8/7 Millville, MN, Rnd 9
8/14 Washougal, WA, Rnd 10
8/28 Binghamton, NY, Rnd 11
9/4 Delmont, PA, Rnd 12
Info 614/891-2425

AMA U.S. Superbike Championship Series
7/15-17 Lexington, OH, Rnd 7
7/29-31 Brainerd, MN, Rnd 8
8/19-21 Sonoma, CA, Rnd 9
9/16-18 Braselton, GA, Rnd 10
Info 614/891-2425

AMA/CCS C'ship Cup Series
Florida Region
7/30-31 Bloomingdale, GA
8/13-14 Palm Beach Gardens, FL
8/27-28 Talladega, AL
9/3-4 Bloomingdale, GA
9/24-25 Palm Beach Gardens, FL
10/15-16 Palm Beach Gardens, FL
12/11 Palm Beach Gardens, FL
Southeast Region
7/30-31 Bloomingdale, GA
8/13-14 Braselton, GA
8/27-28 Talladega, AL
9/3-4 Bloomingdale, GA
Mid-Atlantic Region
7/16-17 Summit Point, WV
8/13-14 Braselton, GA
9/10-11 Summit Point, WV
Mid-West Region
7/16-17 Rockton, IL
8/13-14 Rockton, IL
9/17-18 Grattan, MI
Great Lakes Region
7/16-17 Rockton, IL
7/30-31 Rockton, IL
8/13-14 Rockton, IL
9/17-18 Grattan, MI
10/8-9 Grattan, MI
Great Plains Region
7/16-17 Rockton, IL
8/6-7 Topeka, KS
Southwest Region
9/3-4 Las Vegas, NV
9/17-18 Chandler, AZ
10/8-9 Chandler, AZ
12/3-4 Chandler, AZ
Utah Region
8/13-14 Bonneville, UT
9/10-11 Bonneville, UT
9/24-25 Bonneville, UT
Northeast Region
7/16-17 Loudon, NH
7/30-31 Bridgehampton, NY
8/27-28 Loudon, NH
9/3-4 Bridgehampton, NY
9/17-18 Loudon, NH
10/8-9 Loudon, NH
*Tentative
Info 704/684-4297

AMA National Championship Enduro Series
7/24 Rose City, MI, Rnd 7
10/16 Lucerne Valley, CA, Rnd 8
10/30 Bear, DE, Rnd 9
Info 614/891-2425

AMA Wiseco/Yamaha/Dunlop Grand National Cross Country Series
8/28 Millfield, OH, Rnd 9
10/2 Bunner Ridge, WV, Rnd 10
10/16 Elizabeth, WV, Rnd 11
10/30 Mt. Morris, PA, Rnd 12

AMA National Championship Hare Scrambles Series
7/17 Kahoka, MO, Rnd 5
8/7 South Edmeston, NY, Rnd 6
10/9 Silver City, ID, Rnd 7
10/23 Millfield, OH, Rnd 8
11/6 Lynneville, IN, Rnd 9
Info 614/891-2425

AMA National Championship Hare & Hound Series
10/2 Reno, NV, Rnd 5
10/23 Lucerne Valley, CA, Rnd 6
11/6 Carson City, NV, Rnd 7
Info 614/891-2425

AMA National Championship Hillclimb Series
7/30 Haydenville, OH, Rnd 5
8/7 Norton Shores, MI, Rnd 6
9/4 Monson, MA, Rnd 7
9/11 Freemansburg, PA, Rnd 8
9/18 Middlebury, IN, Rnd 9
9/25 Jefferson, PA, Rnd 10
10/1 Asheville, NC, Rnd 11
10/9 Oregonia, OH, Rnd 12
Info 614/891-2425

AMA/NATC National Championship Observed Trials
7/30 Casper, WY, Rnd 6
7/31 Casper, WY, Rnd 7
8/6 Nehawka, NE, Rnd 8
8/7 Nehawka, NE, Rnd 9

AMA U.S. National Speedway Championship
10/1 Costa Mesa, CA

Nevada Rally
8/13-20 Las Vegas, NV
Info 619/562-1440

Land of Enchantment Endurance Rally
9/26-30 Clovis, NM
Info 505/985-2374

AMA Loretta Lynn Nationals
8/8-13 Hurricane Mills, TN
Info 304/594-1157

NMA Grand National Motocross Qualifiers
Georgia/Florida Region
7/16 Tallahassee, FL
Info 310/868-8112

NMA Grand National MX Finals
8/2-6 Ponca City, OK
Info 310/868-8112

SCORE Desert C'ship Series
11/10-13 Baja Calif., Mex.

Best in the Desert Silver State Series
9/9-11 Tonopah, NV, Rnd 6
12/2-4 Laughlin, NV, Rnd 7
Info 702/457-5775

AMA/Prostar Drag Race Series
7/29-31 Indianapolis, IN, Rnd 6
9/9-11 Atco, NJ, Rnd 7
10/7-9 Bowling Green, KY, Rnd 8
11/18-20 Gainesville, FL, Rnd 9
Info 205/852-1101

AMA Mega Series
7/17 Wytheville, VA, Rnd 11
9/10-11 Blountville, TN, Rnd 12
9/18 London, KY, Rnd 13
10/2 Blountville, TN, Rnd 14
10/22-23 Blountville, TN, Rnd 15
Info 615/323-5497

WERA Pro Road Race Series
7/21-24 Clermont, IN, Rnd 2
8/26-28 Portland, OR, Rnd 3
10/26-30 Braselton, GA, Final Rnd
Info 916/582-0451

WERA Regional C'ship Series
Mid-Atlantic Region
7/21-24 Clermont, IN
7/30-31 Summit Point, WV
9/3-4 Garrettsville, WV
9/24-25 Shannonville, ON, Can.
10/8-9 Summit Point, WV
Southeast Region
7/16-17 Talladega, AL
7/21-24 Clermont, IN
8/20-21 Talladega, AL
9/9-11 Millington, TN
10/1-2 Faulkville, GA
North Central Region
7/21-24 Clermont, IN
8/13-14 Mt. Meridan, IN
8/27-28 Beloit, IL
9/10-11 Grattan, MI
9/23-25 Shannonville, ON, Can
10/8-9 Mt. Meridan, IN
Mid-Central Region
7/21-24 Clermont, IN
8/20-21 Talladega, AL
9/9-11 Millington, TN
9/24-25 Hallett, OK
10/8-9 Mt. Meridan, IN
South Central Region
7/16-17 Henderson, TX
7/21-24 Clermont, IN
8/6-7 College Station, TX
9/3-4 Hallett, OK
9/9-11 Millington, TN
10/8-9 College Station, TX

WERA Grand National Final
10/26-30 Braselton, GA
Info 916/582-0451

WERA/Michelin Nat'l Challenge 1100, 750 & 600cc Superstock Series
7/21-24 Clermont, IN, Rnd 6
8/26-28 Portland, OR, Rnd 7
9/9-11 Millington, TN, Rnd 8
Info 803/681-9372

WERA/RK Chain National Challenge Formula III Series
7/21-24 Clermont, IN, Rnd 6
8/26-28 Portland, OR, Rnd 7
9/9-11 Millington, TN, Rnd 8
10/26-30 Braselton, GA, Rnd 9
Info 803/681-9372

*WERA/Sunoco/Performance Machine Nat'l Endurance Series
7/23 Clermont, IN, Rnd 6
8/27 Portland, OR, Rnd 7
9/10 Millington, TN, Rnd 8
9/24 Shannonville, Ont, CAN, Rnd 9
10/8 College Station, TX, Rnd 10
10/28 Braselton, GA, Rnd 11
*Tentative

WERA National Vintage Series
7/17 Henderson, TX, Rnd 14
7/30 Summit Point, WV, Rnd 15
8/7 College Station, TX, Rnd 16
8/20 Talladega, AL, Rnd 17
8/27 S. Beloit, IL, Rnd 18
9/3 Garrettsville, OH, Rnd 19
9/10 Grattan, MI, Rnd 20
10/1 Faulkville, GA, Rnd 21
10/8 Summit Point, WV, Rnd 22
10/27 Final, Braselton, GA

Yamaha Seca II Challenge
7/24 Clermont, IN
7/31 Faulkville, GA
8/7 Long Pond, GA
8/7 Topeka, KS
8/14 Mountain View, CO
8/28 Portland, OR
8/28 Loudon, NH
9/11 Millington, TN
9/18 Grattan, MI
9/18 Willow Springs, CA
9/25 Portland, OR
10/26-30 Final, Braselton, GA

AHRMA Historic Cup Series
7/16-17 Road Atlanta, GA
7/30 St. Louis, MO
8/6 Topeka, KS
9/17 Steamboat Springs, CO
10/15-16 Talladega, AL
Info 715/842-9699

BMW Classic Cup Series
7/16-17 Road Atlanta, GA
9/17 Steamboat Springs, CO
Info 715/842-9699

AHRMA Sound of Singles/Battle of Twins Series
7/16-17 Road Atlanta, GA
7/30 St. Louis, MO
10/15-16 Talladega, AL
Info 715/842-9699

*AHRMA/Vintage Iron Nat'l MX Series
7/23 Hurricane Hills, PA
8/6 Southwick, MA
8/20 Budds Creek, MD
8/27 *Honda Hills, OH
9/16 Steamboat Springs, CO
10/23 Hollister Hills, CA
* Tentative
Info 715/842-9699

*AHRMA/Classic Bike Magazine Dirt Track Series
7/15 Braselton, GA
7/30 Weedsport, NY
8/11 Rapid City, SD
8/28 Lake Odessa, MI
9/14 Hayden, CO
10/2 Dallas, TX
10/8 Flat River, MO
10/15-18 *Del Mar, CA
* Tentative
Info 715/842-9699

AHRMA/British Bike Magazine Trials Series
8/13 Toronto, OH
8/26 White City, IL
9/11 Beaumont, KS
9/15 Steamboat Springs, CO
10/9 Flat River, MO
10/22 Hollister Hills, CA
11/5-6 Dickson, TN
Info 715/842-9699

AHRMA Mid-Atlantic Trials Series
8/7 Mainesburg, PA
8/13 Toronto, OH
9/10 Farrandsville, PA
10/9 Toughkenamon, PA
Info 410/775-7209

*AHRMA Midwest MX Series
8/7 *Casey, IL
8/27 Honda Hills, OH
9/18 Spring Grove, IL
10/8 Aztalan, WI
10/23 Casey, IL
Info 414/684-4331
* Tentative

*AHRMA NorCal MX Series
7/31 Carson City, NV
8/14 Monterey, CA
9/25 Fernley, NV
10/23 Hollister, CA
Info 408/663-4014

AHRMA Northeast MX Series
7/23 Clifford, PA
8/6 Southwick, MA
8/20 Budds Creek, MD
9/5 Englishtown, NJ
9/25 Southwick, MA
Info 715/842-9699

AHRMA Rocky Mountain Motocross Series
7/17 Glenwood Springs, CO
8/13-14 Denver, CO
9/16 Steamboat Springs, CO
10/TBA TBA, CO
Info 715/842-9699

AHRMA SoCal MX Series
10/9 Palmdale, CA
Info 714/897-8265

AHRMA West MX Series
9/25 Fernley, NV
10/9 Palmdale, CA
10/23 Hollister, CA
11/6 Tulare, CA

NETRA C'ship Enduro Series
7/24 Oxford, MA
7/31 New Boston, MA
9/11 Windsor, MA
10/2 Wrentham, MA
10/23 Chester, CT
11/6 Stafford, CT
Info 203/875-5757

NETRA Championship Hare Scrambles Series
7/17 Windsor, MA
8/7 Searsport, ME
8/14 Union, CT
8/21 Temple, NH
8/28 Cheshire, MA
9/4 W. Glocester, RI
9/18 Petersburg, NY
9/25 W. Greenwich, RI
10/9 Fishouse, NY
10/16 Assonet, MA
11/13 Barkhampsted, CT
Info 203/875-5757

NETRA Turkey Run Series
8/7 Adams, MA
8/14 Newport, NH
8/21 Gardner, MA
9/11 Swiftwater, NH
9/18 New Boston, MA
10/9 Washington, MA
10/16 Winchendon, MA
10/30 Central Village, CT
11/13 Gardner, MA
11/27 Plympton, MA
12/4 Plymouth, MA
Info 203/875-5757

NETRA Championship Junior Enduro Series
8/13 Union, CT
9/3 W. Glocester, RI
10/1 Brimfield, MA
10/8 Fishouse, NY
10/15 Assonet, MA
Info 203/875-5757

ECEA C'ship Enduro Series
7/17 Blain, PA
7/24 Crossforks, PA
8/7 Middlebury Center, PA
8/28 Mauricetown, NJ
9/11 Shippensburg, PA
9/18 Brandonville, PA
10/16 New Lisbon, NJ
10/30 Delaware City, DE
11/6 New Gretna, NJ
11/13 Warren Grove, NJ
Info 908/657-6338

ECEA Championship Hare Scrambles Series
7/31 Fair Hill, MD
8/21 New Philadelphia, PA
9/25 West Greenwich, RI
Info 908/657-6338

ECEA Dual Sport Series
9/25 Belleplain, NJ
10/2 Indian Mills, NJ
10/9 Suffolk Co., NY
10/23 New Philadelphia, PA
Info 908/657-6338

IDBA National C'ship Series
8/6-7 Norwalk, OH
9/17-18 Ennis, TX
10/14-16 Memphis, TN

NMRA Drag Racing Series
7/16 Palmdale, CA
8/20 Phoenix, AZ
9/3-4 Sonoma, CA
10/15 Las Vegas, NV
10/12 Palmdale, CA
Info 818/367-4117

SRAC State C'ship Series
7/17 Pueblo, CO
7/24 Cheyenne, WY
7/30 Erie, CO
8/6 Grand Junction, CO
8/14 Erie, CO
8/20 Erie, CO
8/27 Brighton, CO
9/10 Greeley, CO
9/18 Pueblo, CO
9/25 Colorado Springs, CO
10/2 Colorado Springs, CO

NESC C'ship Motocross Series
7/24 Middleboro, MA
7/31 Southwick, MA
8/7 Middleboro, MA
8/13 Lewiston, ME
8/14 Lewiston, ME
8/21 Central Village, CT
8/28 Southwick, MA
9/4 Lewiston, ME
9/5 Lewiston, ME
9/11 Southwick, MA
9/18 Middleboro, MA
9/24 Lewiston, ME
9/25 Lewiston, ME
10/2 Central Village, CT
10/9 Southwick, MA
10/16 Middleboro, MA
10/23 Southwick, MA
10/30 Middleboro, MA
11/6 Middleboro, MA
Info 413/772-0685

*New England Trials Association C'ship
8/21 Wrentham, MA
9/11 Exeter, RI
10/2 Meriden, CT
* Tentative
Info 508/543-6702 or 508/429-7675

New England Hillclimbers Assoc. Series
7/17 Lebanon, NH
7/24 Caroga Lake, NY
7/31 Tyler Hill, PA
8/7 Greenfield, MA
8/19-21 Red Wing, MN
9/4 Monson, MA
9/11 Monson, MA
9/18 Lebanon, NH
9/25 Tyler Hill, PA
10/9 Monson, MA
Info 413/788-7406

American Trials Assn. Series
7/24 Catus Flats, CA
9/3-4 Kennedy Meadows, CA
10/30 Lucerne Valley, CA
11/27 Lucerne Valley, CA
12/11 San Gabriel Canyon, CA
Info 213/259-6631

V.D.T.R.A. Performance Nutrition Vintage Classics VII
7/23 ST Concordia, KS
7/31 HM Oklahoma City, OK
8/15-16 HM Stockton, KS
9/2 HM Davenport, IA
9/17 TM Willmar, MN
9/25 TT Westmoreland, KS
Info 918/445-0671

Black-Jack Enduro Series
8/21 Nimrod, AR
10/16 Collins, MO
Info 417/345-6211

AMA Hot Summer Nights Series
7/23 Greenville, TN
8/13 Calhoun, GA
8/20 Gray, TN
10/2 Greenville, TN
Info 615/573-5425

New York State C'ship Hare Scrambles Series
7/24 Ellenville, NY
8/7 South Edmonsten, NY
8/14 Little Genesee, NY
8/28 Rew, PA
9/11 Ellenville, NY
10/16 South Edmonsten, NY
10/23 Fairville, NY
Info 716/928-2837

Kentucky Hare Scramble C'ship Series
8/28 Owenton, KY
10/16 Bedford, KY

CRA Road Race C'ship Series
8/27-28 Brainerd, MN
9/17-18 Brainerd, MN
Info 612/332-4070

CRA Vintage Motocross Series
7/23 Malvern, OH
7/31 Akron, OH
8/TBA Medina, OH
8/28 Wellington, OH
9/11 Salem, OH
9/25 New Philadelphia, OH
10/14 Akron, OH
Info 216/636-5505

CRA Hare Scrambles Series
9/18 Uhrichville, OH
9/25 Salem, OH
10/9 Amherst, OH
10/16 Mansfield, OH
Info 216/636-5505

RMEC C'ship Enduro Circuit
8/7 Steamboat Springs, CO
10/2 Cloudcroft, NM
Info 307/742-4136

EEA Eastern Championship Enduro Series
7/24 Rose City, MI

8/24 Roselawn, IN
9/5 Clinton, SC
10/9 Princeton, KY
11/6 Maplesville, AL
Info 706/376-5232

OMRRA Road Race Series
8/27-28 Portland, OR
9/25 Portland, OR
10/16 Portland, OR
Info 503/221-1487

Castrol "Canada Cup" Superbike Series
8/13-14 Halifax, Nova Scotia
8/27-28 Montreal, Quebec
9/3-4 Alma, Quebec
Info 514/582-4051

Canadian Supercross Series
9/10 Montreal, Quebec
Info 416/363-9035

CMA Canadian Motocross National Series
7/30-31 Riverglade, NB, Can.
Info 905/522-5705

CMA Hare Scrambles Series
7/17 Drayton, Ontario
7/24 Wheatley, Ontario
8/28 Base Borden, Ontario
10/2 Barrie, Ontario

CMA/ASM Road Race Nat'ls
8/13-14 Shebenacadie, Nova Scotia
8/27-28 St. Eustache, Quebec
9/3-4 Alma, Quebec

U.S.B.A. Road Race Series
8/13-14 Salt Lake City, UT
9/10-11 Salt Lake City, UT
9/24-25 Salt Lake City, UT
Info 801/535-4625

Golden Crown of Baja Off Road Desert Series
7/29-31 Gran Carrera de Ensenada Ensenada, B.C., Mex.
9/23-25 Gran Carrera de Tijuana Tijuana, B.C., Mex.
12/2-4 Gran Carrera de Campeones San Felipe, B.C., Mex.
Info 818/340-5750

Gran Prix de Baja Series
8/26-27 Ensenada Gran Prix Ensenada, B.C., Mex.
10-14/15 Sonora Gran Prix Sonora, Mex.
11/18-19 San Felipe Gran Prix San Felipe, B.C., Mex
Info 818/340-5750

LaPlaya MX GP Series
8/14 Rosarito, B.C., Mex.
10/2 Rosarito, B.C., Mex.
12/4 Rosarito, B.C., Mex.
Info (011-52-661) 22525

Tucker Rocky MX Championship Series
7/31 Walden, NY
Info 717/420-0251

South Dakota/Iowa MX Series
7/16 Storm Lake, IA
7/24 Cherokee, IA
8/14 Yankton, SD
8/20 Storm Lake, IA
8/28 Sioux Falls, SD
9/11 Cherokee, IA
9/25 Sioux Falls, SD
10/9 TBA
Info 605/362-0267

Nor Cal YSR C'ship Series
8/14 Sacramento, CA
9/25 Sacramento, CA
10/16 Sacramento, CA
11/6 Sacramento, CA
11/20 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series
8/13-14 Rosamond, CA
10/8-9 Phoenix, AZ
11/6 Palomar, CA
12/3-4 Lake Perris, CA
Info 909/674-2007

South Florida Motocross Summer Series
7/17 Orlando, FL
7/24 Ona, FL
7/31 Clewiston, FL
8/7 Ona, FL
8/21 Orlando, FL
8/28 Clewiston, FL
9/4 Orlando, FL
9/10 Ona, FL
9/18 Orlando, FL
Info 407/333-2356

MTEG Ultracross Series
10/1 Las Vegas, NV
10/8 Denver, CO
Info 714/254-3001

AMA No. California Enduro & Qualifier Classics
10/16 Fouts Springs, CA
10/23 Shasta Dam, CA
10/30 Grisly Flats, CA
11/5 Middle Creek, CA
11/13 Fouts Springs, CA
11/20 Ballinger Canyon, CA
Info 916/624-7407
* Qualifier

AMA No. California Cross Country Series
10/2 Sparks, NV
10/30 Nixon Valley, NV
11/6 Minden, NV
11/13 Prairie City, CA
11/20 Wilseyville, CA
11/26 Fallon, CA
Info 408/294-3438

Tucker Rocky Texas Cross Country C'ship Series
8/21 Lake Whitney, TX
9/4 Terrell, TX
9/18 Montague, TX
10/2 High Grove, TX
10/16 Decatur, TX
10/30 Weatherford, TX

Southeastern Trials Riders Assn. Series
7/16-17 Gainesville, GA
9/24-25 Berea, KY
10/15-16 Huntsville, AL
10/29-30 Jasper, TN
Info 404/928-4872

Sound of Thunder Four-Stroke Series
8/6-7 Albany, OR
8/13-14 Seattle, WA
Info 909/985-1287

AFM Road Race Series
8/7 Sonoma, CA
9/25 Sonoma, CA
10/9 Sonoma, CA
Info 510/796-7005

WSMC Road Race Series
7/16-17 Rosamond, CA
8/20-21 Rosamond, CA
9/17-18 Rosamond, CA
10/15-16 Rosamond, CA
11/19-20 Rosamond, CA
12/17-18 Rosamond, CA
Info 805/256-1234

WSDRA Dirt Track Series
7/23 Rosamond, CA
8/6 Rosamond, CA
8/27 Rosamond, CA
9/10-11 Rosamond, CA
9/30 Rosamond, CA
10/14 Rosamond, CA
10/29 Rosamond, CA
11/12 Rosamond, CA
11/26 Rosamond, CA
12/10 Rosamond, CA

International Old Timers MX Assn Nationals
7/16-17 Idaho Falls, ID
7/30-31 Albany, OR
9/3-4 Fernley, NV
Info 208/327-0693

MRA Suzuki Tri-State Challenge
7/29 Milan, MI
8/5 Milan, MI
8/20 Delta, OH
10/2 Delta, OH
10/9 Milan, MI
Info 313/289-2100.

Motor Sports of America Short Track Championship Series
11/5 Evansville, IN
11/19 Steubenville, OH

MRA Road Race Series
7/31 Longmont, CO
8/14 Longmont, CO
8/28 Commerce City, CO
9/18 Steamboat Springs, CO
10/2 Commerce City, CO
Info 303/530-5678

Motorcycle Asphalt Racing Series
9/30 Asheville, NC
Info 803/626-7959

AMA/District 37 Dual Sport Ride Series
8/20-21 Huntington Lake, CA
9/11 Saugus, CA
9/24-25 Bishop, CA
10/2 Big Bear, CA
10/22-23 Borrego Springs, CA
11/6 Hesperia, CA
11/25-26 *LA-Barstow-Vegas
11/28-29 Vegas-Barstow-LA
12/10-11 Ontario, CA
*National Trail Ride event
Info 818/249-2141

GFI Night Truck Series
7/16 Perris, CA
7/23 Perris, CA
7/30 Perris, CA
8/6 Perris, CA
8/13 Perris, CA
8/20 Perris, CA
8/27 Perris, CA
9/3 Perris, CA
Info 909/371-3434

CMC AGV-RX California Summer Series
7/17 Adelanto, CA
7/24 Ramona, CA
7/31 Adelanto, CA
8/14 Adelanto, CA
Info 619/246-7262

CMMC Mini Nationals
8/19-21 Barona Oaks, CA
Info 619/467-0474 or 619/673-1560

CMA Bounty Hunter Stadiumcross Series
7/16 Los Banos, CA
7/23 Los Banos, CA
7/30 Los Banos, CA
8/6 Los Banos, CA
8/13 Los Banos, CA
8/20 Los Banos, CA
8/27 Los Banos, CA

CMA Little Okie Summer Trophy Series
7/15 Madera, CA
7/22 Madera, CA
7/29 Madera, CA
8/5 Madera, CA
8/12 Madera, CA
8/19 Madera, CA
8/26 Madera, CA

JULY

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

AUGUST

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

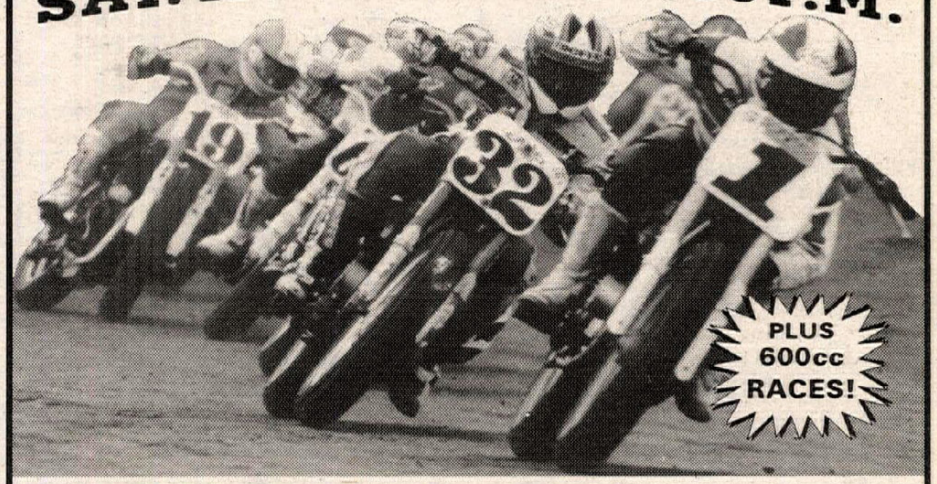
• Denotes Pro Payback

July 15-17

OHIO SPORT TOURING
Honda Sport Touring Association, Columbus. Info: 513/363-3523.

Fri, July 15

CALIFORNIA SHORT TRACK
Indoor mini bike, San Jose Speedway, San Jose. Info: 408/224-4412.
CALIFORNIA MOTOCROSS
CMC, Sacramento Raceway, Sacramento. Info: 916/363•2653.
CALIFORNIA SPEEDWAY
AMA/Fast Fridays, Gold Country Fairgrounds, Auburn. Info: 916/632-FAST.
CALIFORNIA TT MARATHON
Sandhill Ranch, Brentwood. Info: 510/634-3328 or 634-9924.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info: 916/342-0063.
CALIFORNIA MOTOCROSS
• CRC, Friday Night Motocross, L.A. County Raceway, Palmdale. Info: 805/272-8889.
CALIFORNIA MOTOCROSS
• California Motocross Association, Little Okie Summer Trophy Series - Rnd 2, LIttle Okie Raceway, Madera. Info: 209/673-8080.
COLORADO SHORT TRACK
• AMA Pro-Am/V.D.T.R.A./ J.C. Racing, 1/4 mile banked oval, I-96 Speedway, Fort Morgan. Info: 303/422-0521.
INDIANA SPEEDWAY
AMA/Western Hills Honda-Yamaha, Lawrenceburg Speedway, Lawrenceburg. Info: 513/662-7759.
INDIANA DIRT TRACK
• Fast Track Racing, Inc./AMA/Dist. 15, Pro-Am, Semi-Pro, Youth, half-mile, Fair Race, Clinton County Fairgrounds, Frankfort. Info: 219/426-5528 or 486-7172.

Chris Agajanian Presents The: AMA GRAND NATIONAL
DENVER 1/2 MILE
SAT. AUGUST 13, 7:30 P.M.

PLUS 600cc RACES!
Thrifty Car Rental | Freedom HARLEY-DAVIDSON | Holiday Inn (303) 371-9494 | FREE! VIP MOTORCYCLE PARKING
ROCKY MOUNTAIN SPEEDWAY
GATES OPEN 5p.m. TICKETS & PIT PASSES AVAILABLE AT: FIRST RACE 7:30 p.m.
RACE HEADQUARTERS (303) 287-7797
ROCKY MOUNTAIN SPEEDWAY (303) 371-1600
TICKETMASTER (303) 290-8497

1/4 FAIRING FOR 900SS/750SS
We went to a top designer to create this beautiful correct Fairing. The results are outstanding!
• One piece design eliminates seams and fasteners as well as paint match problems
• Uses stock hardware and mounting
• Available in clearcoated, computer-matched red gelcoat that we consider an excellent match.
FIBERGLASS $295
CARBON FIBER $595
SEE CLASSIFIEDS FOR OTHER CARBON FIBER ITEMS
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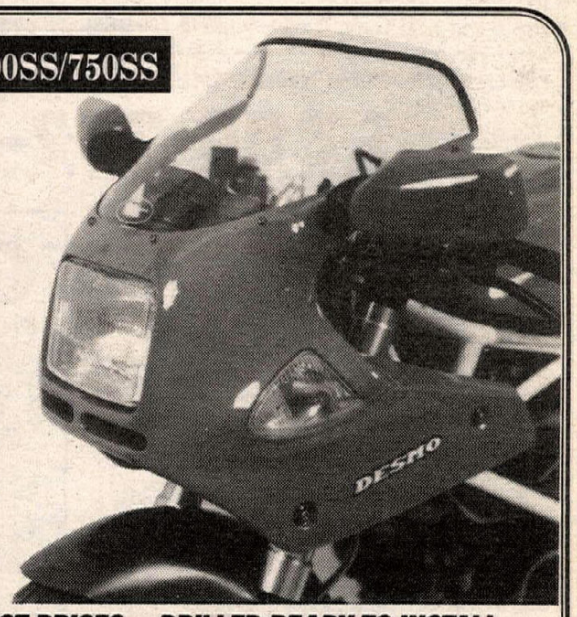
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Fiberglass Fenders
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Vintage to Current - Giant Selection
ALL TOP QUALITY
Husqvarna MAICO KTM MOTORCYCLES
CYCLE SERVICE
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San Pedro, CA 90731
(310) 548-6874
UPS Daily

AMA SANCTIONED AMA PRO-AM RACE
HALF-MILE DIRT TRACK
August 15 & 16 Monday & Tuesday
Rooks County Fair, Stockton, Kansas
Time Trials 6:30 p.m.
Race 7:30 p.m.
Accident medical insurance purchased by promoter
Info: (913) 425-7189

Carlsbad Saturday Motocross
No Membership Required
Carlsbad Summer Series
Saturday, July 16 - Round 3
Saturday, July 23 - Round 4
Saturday, August 6 - Round 5
Racing Enterprises (619) 484-1441

SRA GP California Schedule
Members Non Members
Sun., August 28 Glen Helen
Sun., September 25 Carlsbad
Sun., October 30 Sunrise Cycle Park
Info (714) 957-2985

GFI RACING (909) 371-3434
Sat., July 16 GFI Night Truck Series - Rnd. 5 Perris
Sat., July 23 GFI Night Truck Series - Rnd. 6 Perris
Sat., July 30 GFI Night Truck Series - Rnd. 7 Perris
Sat., Aug. 6 GFI Night Truck Series - Rnd. 8 Perris
A RIDER FOR THE RIDERS

Old Timers MX Association Race Schedule
Sat., July 16 Night MX CRC L.A. Cty Raceway
Old Timers & Over the Hill Gang
Sun., July 24 MX CRC L.A. Cty Raceway
Sun., July 31 MX CMC Sunrise
For Information Call (714) 633-9503

California Mini Motorcycle Club presents...

THE MINI NATIONALS

Barona Oaks, California

August 19,20,21, 1994

Don't Miss It!

$$ Thousands of Dollars in Prizes $$

The following is the entry fee schedule for the Mini Nationals...

PRICE A: Pre-Enter with six qualifiers–
Stock/Grand Prize Classes - $50.00
Modified Classes - $35.00

PRICE B: Six Qualifiers/Sign-up Day of Event–
Stock/Grand Prize Classes - $75.00
Modified Classes - $60.00

PRICE C: Pre-enter/No Qualifiers –
Stock/Grand Prize Classes - $130.00
Modified Classes - $80.00

PRICE D: No Qualifiers/Sign-up Day of Event–
Stock/Grand Prize Classes - $150.00
Modified Classes - $100.00

PRICE E: Old Pharts $35.00 (Trophies - No Prizes)
(For parents of current CMMC members)

PRICE F: Pee Wee First Timers; All Beginner Classes (60,80 & 125 follow same price as modified classes in Price Categories A-D.

Trophies will be awarded to 30% of all classes. Thousands of dollars in prizes to be given to ALL RIDERS!!

Grand Prize Classes Are as Follows:

Pee Wee STOCK; Jr. Cycle 0-8 STOCK; JR. Cycle 9-11 STOCK; Minicycle (80) 9-11 STOCK; 80 Novice Stock; 80 Intermediate Stock; 80 Expert Stock; Supermini; 125 Novice Stock; 125 Intermediate; 125 Expert; 250 Novice; 250 Intermediate; 250 Expert; 125 (12-15); 125 (16-21) - Limited to riders ages 21 and under. Membership Required.

There must be a minimum of five riders to make a class.

Gate fees for the Mini Nationals will be $10.00 per person/PER DAY.

Camping fees are $10.00 per vehicle for the entire weekend if you plan on staying overnight at the park.

For Information or Entry Forms Call Gracie at (619) 467-0474 or (619) 673-1560

Motorcycle Business For Sale

RODI & SONS

890 Memorial Drive, S.E., Atlanta, Georgia

Going out of business after 14 years as an Atlanta Landmark!

1/2 Million New Honda Parts & Over 1,000 Salvage Motorcycles

(Honda, Yamaha, Suzuki & Kawasaki) ... Everything Must Go!

For more information, contact: Interstate Auction Company 3751 Venture Drive, Duluth, GA 30136

1-800-732-3325

GLEN HELEN

EVENT CALENDAR

Sat., July 16	Off Road Car and Truck Race MX Practice on Vintage Track Only
Sun., July 17	Dealer Series - Round 3 Gates Open 6:30a.m.
Wed., July 20	Speedway BMW Night
Thurs., July 21	MX Prac. on Nat'l and Vintage Tracks 8:00a.m. till Dusk
Sun., July 24th	Dealer Series - Round 4
Wed., July 27th	Speedway Budweiser Harley Night
Thurs., July 28th	MX Prac. on Nat'l and Vintage Tracks 8:00a.m. till Dusk
Sat., July 30th	MX Prac. on Nat'l Track 8:00 a.m. till Noon. Practice on Vintage Track till 5:00p.m.
Sun., July 31	CRC MX

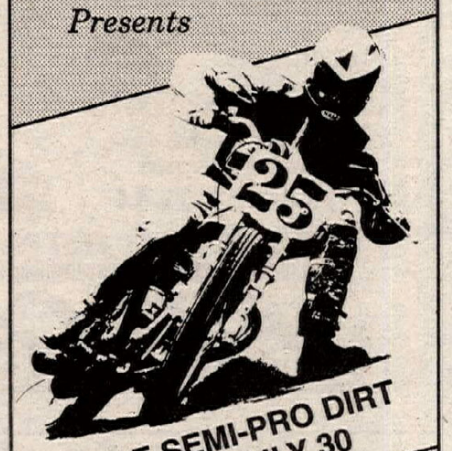
WHAT'S HAPPENING

DEALER SERIES RND #3 JULY 17th
OVER $10,000 IN YZ BUCKS AND SERIES PRIZES

MOTOCROSS PRACTICE INFO:
1-800-386-GHMX (4469)
RACE HOTLINE: (909) 880-1733

GOSHEN
Iron Horsemen

Presents



1/2 MILE SEMI-PRO DIRT TRACK- JULY 30

AMA SANCTIONED

Practice **11am**
Races Start **1pm**

Elkhart County Fairgrounds
Goshen, IN

For More Information:
219/674-8061 or 219/534-0704
Concessions Served

STARWEST SUPERCROSS PARK

Lake Perris Fairgrounds, Moreno Valley, CA

Wed., July 13 - Marty Smith Night Series *(No Lic. Req'd)*
Sat., July 16 - Ford/Suzuki SX Night Series *(No Lic. Req'd)*
Wed., July 20 - Marty Smith Night Series *(No Lic. Req'd)*
Sat., July 23 - Ford/Suzuki SX Night Series *(No Lic. Req'd)*

OPEN PRACTICE
Tues. 9:00a.m.-2p.m. & 4:00p.m.-10p.m., Sat. 9:00a.m.-1p.m.
The track is groomed and watered for each session.
Practice Admission is $15.00 per bike, Pee Wee bike $10.00
Includes rider; spectators $4.00

Info Call: **714-855-2707**

Weekly. Not Monthly.
CYCLE NEWS

SOCAL RACEPLEX

VICTORVILLE, CA

NEW MOTOCROSS TRACK

On I-15 in Victorville

NOW OPEN FOR PRACTICE

Saturday 8 a.m. to 6:30 p.m.
Adm. $10.00 Riders - $2.00 Spectators
Take Stoddard Wells Offramp from 1-15 and go West to 17600 Stoddard Wells Road
Phone (619) 243-1500

Los Angeles County Raceway
Palmdale, CA 93550
Info: **(805) 272-8889**

1994 Motocross & Gran Prix Schedule

July 15	L.A.C.R.	Friday Night CRC MX
July 17	L.A.C.R.	CRC GP - Bandido
July 22	L.A.C.R.	Friday Night CRC MX
July 24	L.A.C.R.	CRC MX
July 29	L.A.C.R.	Friday Night CRC MX

Wed. Night Prac. - 4 p.m.-9 p.m. Sat. Prac. - 9 a.m.-2 p.m.
Fri. Night CRC MX- Gates Open 5pm • Prac. 6pm • Race 7pm

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

MICHIGAN MOTOCROSS
MRA, Milan Cycle City, Milan. Info: 313/289-2100.
NEVADA MOTOCROSS
CMC, Silver State Raceway, Carson City. Info: 702/267-4392.
NORTH CAROLINA SHORT TRACK
• Dixieland Speedway, Elizabeth City. Info: 919/335-7412 or 804/489-2797.
OHIO MOTOCROSS
CRA, Summit Moto-X, Akron. Info: 216/482-2971 or 427-6645.
OHIO MOTOCROSS
• AMA/American Motosports, Inc., Harrison Co. Fair, Cadiz. Info: 614/596-2057.
OKLAHOMA MOTOCROSS
RBH, Inc., Summer Series, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
OREGON SPEEDWAY
C. Farnsworth Productions, Albany Short track, Albany. Info: 503/777-2929.
TENNESSEE MOTOCROSS
• Dallas Ricker, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.
TEXAS MOTOCROSS
Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.
WISCONSIN HALF MILE DIRT TRACK
• AMA/Pro-Am -Amt/Youth Badgen Racing Assoc., Dunn County Fair, Menomonie. Info: 414/699-3387.

Sat, July 16

ALABAMA SUPERCROSS
Troy Miller MX Promotions, Iron Man MX Park, Warrior. Info: 205/663-0963.
ARIZONA MOTOCROSS
• GFI Arizona, Mountain View Raceway, Tucson. Info: 602/437-5767.
ARIZONA MOTOCROSS
• CMC, Summer Motocross Championship Series, Mountain View, Tucson. Info: 602/979-0207.
CALIFORNIA SHORT TRACK
Lodi Motorcycle Club, Lodi Cycle Bowl, Lodi. Info: 209/463-6224.
CALIFORNIA DUAL SPORT
The Mountain Riders/The Ontario Chapter of the HRCA, Big Bear 'N Back, Mountain Motorsports, Ontario. Info: 909/860-8810 or 988-8988.
CALIFORNIA MOTOCROSS
• Ford/Suzuki Supercross Series/Rojo Productions, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.
CALIFORNIA MOTOCROSS
Racing Enterprises, Carlsbad Summer Series Rnd 3, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
CALIFORNIA MOTOCROSS
GFI Racing, GFI at Night Truck Series Rnd 5, Perris Raceway, Perris. Info: 909/371-3434.
CALIFORNIA STADIUMCROSS
CMA, Bounty Hunter Stadiumcross Series, Los Banos Fairgrounds, Los Banos. Info: 209/673-8080.
CALIFORNIA MOTOCROSS
Old Timers/Over the Hill Gang, Saturday Night MX, L.A. County Raceway, Palmdale. Info: 714/633-9503.
FLORIDA MOTOCROSS
• Reeves Promotions, County Line Raceway, Ona. Info: 813/755-8700.
FLORIDA MOTOCROSS
NMA Georgia/Florida region/Ponca City qualifier, Tallahassee. Info: 904/539-4492.
FLORIDA SUPERCROSS
West Florida Motocross Park, Castrol Supercross Series, Milton. Info: 904/994-2884 or 623-6038.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
GEORGIA MOTOCROSS
Calhoun SX, Calhoun. Info: 404/943-4935.
INDIANA DIRT TRACK
• Fast Track Racing, Inc. /AMA/Dist. 15, Pro-Am, Semi-Pro, amateur, vintage, Indiana State Fairgrounds, Indianapolis. Info: 219/426-5528.
INDIANA MOTOCROSS
• Cycle Works, Inc., Boonville. Info: 800/952-8922.
INDIANA DIRT TRACK
• V.D.T.R.A., Performance Nutrition Vintage Classics VII, Indianapolis Fairgrounds, Indianapolis. Info: 918/445-0671.
KENTUCKY MOTOCROSS
• Adventure Sports, Edmonson County Motocross Park, Brownsville. Info: 502/286-8334.
MISSISSIPPI MOTOCROSS
• Capital City MX, Pearl. Info: 601/825-5122.
MISSOURI MOTOCROSS
Sprout Patch Competition, Inc., Billings. Info: 417/744-2593.
NORTH CAROLINA SHORT TRACK
Carolina Dirt Track Series, Hammerdown Speedway, Red Springs. Info: 910/843-2021.
NORTH CAROLINA MOTOCROSS
• Silver Creek Motocross, Morgantown. Info: 704/584-8519.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.
OHIO MOTOCROSS
MRA, Delta Raceway, Delta. Info: 313/289-2100.
OHIO HARE SCRAMBLES
CRA, Lightning Raceway, Tippecanoe. Info: 614/922-4775.
OKLAHOMA MOTOCROSS
• State Championship Series, Lawton MX Park, Lawton. Info: 405/355-1106.
PENNSYLVANIA MOTOCROSS
CRA, Pymatuning, Holeshot Raceway, Linnesville. Info: 814/683-5655.
TENNESSEE FLAT TRACK
• Dallas Ricker Complex, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.
WASHINGTON MOTOCROSS
• Holeshot/CMC, Dealers Challenge, Seattle International Raceway (SIR), Seattle. Info: 206/825-4435.

July 16-17

CALIFORNIA ROAD RACE
Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.

Sun, July 17

CALIFORNIA MOTOCROSS
CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474 or 619/673-1560.
CALIFORNIA MOTOCROSS
• Shane Trittler Promotions/SSC MX, Castaic Lake MX, Castaic. Info: 805/294-0020.
CALIFORNIA MOTOCROSS
• CRC, L.A. County Raceway, Palmdale. Info: 805/272-8889.
CALIFORNIA MOTOCROSS
CMA/Motowest Racing, Laguna Seca MX Park, Monterey. Info: 408/223-8168 or 238-8208.
CALIFORNIA MOTOCROSS
Greg Scheid and Associates, Santa Clara County Off-Road Park, San Jose. Info: 408/972-8063.
CALIFORNIA MOTOCROSS
CMC, Rnd 4 Summer Series, Sunrise Valley Raceway, Adelanto. Info: 619/246-7262.
CANADA MOTOCROSS
MRA, Leamington Raceway, Leamington, Ontario. Info: 519/326-3447.
CANADA HARE SCRAMBLES
CMA, National Championship, Drayton, Ontario. Info: 905/522-5705.
COLORADO MOTOCROSS
P.M.I./S.R.A.C., Pueblo Moto Park, Pueblo. Info: 303/988-7722.
FLORIDA MOTOCROSS
• Florida Motocross Club, South Florida MX Championship Series and Florida MX Club Series, Orlando MX Park, Bithlo. Info: 407/568-2271 or 904/595-8753.
FLORIDA MOTOCROSS
• AA Promotions, Hilliard International Motocross, Hilliard. Info: 904/268-2376.
IDAHO MOTOCROSS
Fossil Bowl, Clarkia. Info: 208/245-3608.
ILLINOIS SHOW
J&P Promotions, 9th Annual M/C Parts Extravaganza, Ride-In Bike Show, Rodeo. Will County Fairgrounds, Peotone. Info: 319/462-6011.
KANSAS MOTOCROSS
K.M.S.A., Great Bend Sports Complex, Great Bend. Info: 316/792-7513.
KENTUCKY POKER RUN
AMA, Daniel Boone National Forest, London. Info: 606/877-1364.
LOUISIANA TT
• Outlaw Racing, Swampland Raceway, Grand Prairie. Info: 318/363-3734.
MASSACHUSETTS HARE SCRAMBLES
NETRA Championship Series, Greylock, Windsor. Info: 203/875-5757.
MISSOURI HARE SCRAMBLES
AMA/Iowa Enduro Riders Association, Kahoka. Info: 515/795-3440.
NEW YORK DRAG RACE
I.D.B.A., Motorcycle Super Sundays, New York Int'l Raceway Park, Leicester. Info: 205/849-7886.
NEW HAMPSHIRE HILLCLIMB
AMA/New England Hill Climbers Assn., Amatuer Hillclimbing, Lebanon. Info: 413/267-4713 or 413/788-7406.
NORTH DAKOTA MOTOCROSS
• Mike Mehlhoff/BTMA, Boone's Farm Track, Bismarck. Info: 701/255-6250.
OHIO MOTOCROSS
CRA, Broken Spokes, New Philadelphia. Info: 216/339-9265.
OHIO MOTOCROSS
• AMA/Dist. 11, YZ Bucks race, Honda Hills, Linnville. Info: 614/323-3766.
PENNSYLVANIA MOTOCROSS
Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.
PENNSYLVANIA ROAD RACE
Mechanicsburg Sports Car Center, New Bloomfield Kart Track, YSR, Mechanicsburg. Info: 717/697-0952.
PENNSYLVANIA MOTOCROSS
• The Challenger, Jacksonville. Info: 412/726-5495.
SOUTH CAROLINA SHORT TRACK
Carolina Dirt Track Series, Conway Raceway, Conway. Info: 803/626-1982.
TENNESSEE MOTOCROSS
• Dwight Myers Dogtown MX, Coalmont. Info: 615/692-2360.
WASHINGTON MOTOCROSS
Holeshot/CMC, Dealers Challenge, Seattle International Raceway (SIR), Seattle. Info: 206/825-4435.
WASHINGTON SHORT TRACK
• AMA Dist. 27/Steve Hyson Productions, Thurston County Off-Road Vehicle Park, McCreary. Info: 503/458-5225 or 206/745-4010.
WASHINGTON GRAND PRIX
Motocross Northwest, Washougal Motocross Track, Washougal. Info: 503/673-1671.
WEST VIRGINIA HILLCLIMB
Motorcycle Hill Climbs, Inc., Hamlin. Info: 304/824-3981.

Mon, July 18

OHIO MOTOCROSS
• AMA/American Motosports, Inc, Adams County Fair, West Union. Info: 614/596-2057.

Tues, July 19

OKLAHOMA MOTOCROSS
RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

Wed, July 20

CALIFORNIA MOTOCROSS
• Rojo Productions/Marty Smith MX Series, Starwest Supercross Park, Moreno Valley. Info 714/855-2707.
CALIFORNIA DRAG RACE
NHRA/Dave Smith, Sacramento Raceway, Sacramento. Info: 916/363-2653.
MICHIGAN MOTOCROSS
MRA, Milan Cycle City, Milan. Info: 313/289-2100.

July 22-24

GEORGIA RALLY
Greater Atlanta British Motorcycle Assoc., 9th Annual British in the Blue Ridge, Blackburn Park, Dahlonega. Info: 404/921-8867 or 476-3852 or 482-7070 or 972-5185.

Fri, July 22

CALIFORNIA SHORT TRACK
Indoor mini bike, San Jose Speedway, San Jose. Info: 408/224-4412.
CALIFORNIA SPEEDWAY
AMA/Fast Fridays, Gold Country Fairgrounds, Auburn. Info: 916/632-FAST.
CALIFORNIA TT MARATHON
Sandhill Ranch, Brentwood. Info: 510/634-3328 or 634-9924.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info: 916/342-0063.
CALIFORNIA MOTOCROSS
• CRC, Friday Night Motocross, L.A. County Raceway, Palmdale. Info: 805/272-8889.
CALIFORNIA MOTOCROSS
• California Motocross Association, Little Okie Sumer Series - Rnd 3, Little Okie Raceway, Madera. Info: 209/673-8080.
INDIANA SPEEDWAY
AMA/Western Hills Honda-Yamaha, Lawrenceburg Speedway, Lawrenceburg. Info: 513/662-7759.
MICHIGAN MOTOCROSS
MRA, Milan Cycle City, Milan. Info: 313/289-2100.
NEVADA MOTOCROSS
CMC, Silver State Raceway, Carson City. Info: 702/267-4392.
NORTH CAROLINA SHORT TRACK
• Dixieland Speedway, Elizabeth City. Info: 919/335-7412 or 804/489-2797.
OREGON SPEEDWAY
C. Farnsworth Productions, Albany Short track, Albany. Info: 503/777-2929.
TEXAS MOTOCROSS
Terry D. Cordray, Mosier Valley

Motocross Park, Euless. Info: 817/540-0815.
WASHINGTON MOTOCROSS
• Holeshot/CMC, Holeshot Friday Nite, Seattle International Raceway (SIR), Seattle. Info: 206/825-4435.

July 23-24

CALIFORNIA DUAL EURO-SCRAMBLES
D-37 Masterlinks/Hilltoppers M.C., Lucerne Valley, Lucerne. Info: 310/428-4971.
IDAHO MOTOCROSS
• SIRA/EIMA, Rupert Fairgrounds, Rupert. Info: 208/678-5677.
MICHIGAN MOTOCROSS
Baja Acres, Millington. Info: 517/871-3356.
OKLAHOMA ROAD RACE
HRRC, Hallett Motor Racing Circuit, Hallett. Info: 918/446-6657.
TEXAS MOTOCROSS
6th Annual Tyler Classic, Swan Cycle Park, Tyler. Info: 903/822-4215.

Sat, July 23

ALABAMA SUPERCROSS
Troy Miller MX Promotions, Iron Man MX Park, Warrior. Info: 205/663-0963.
ARIZONA MOTOCROSS
• CMC, Summer Motocross Championship Series, Thrasherland, Phoenix. Info: 602/979-0207.
CALIFORNIA FLAT TRACK
W.S.D.R.A., Willow Springs Raceway, Rosamond. Info: 818/360-6258.
CALIFORNIA SHORT TRACK
Stockton Motorcycle Club, Lodi Cycle Bowl, Lodi. Info: 209/463-6224.
CALIFORNIA MOTOCROSS
• Ford/Suzuki Supercross Series/Rojo Productions, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.
CALIFORNIA MOTOCROSS
Racing Enterprises, Carlsbad Summer Series Rnd 4, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
CALIFORNIA MOTOCROSS
GFI Racing, GFI at Night Truck Series Rnd 6, Perris Raceway, Perris. Info: 909/371-3434.
CALIFORNIA STADIUMCROSS
California Motocross Association, Bounty Hunter Stadiumcross Series, Los Banos Fairgrounds, Los Banos. Info: 209/673-8080.
FLORIDA MOTOCROSS
• Reeves Promotions, County Line Raceway, Ona. Info: 813/755-8700.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
GEORGIA MOTOCROSS
Calhoun SX, Calhoun. Info: 404/943-4935.
INDIANA MOTOCROSS
• J&S Racing, Chrisney City Park, Chrisney. Info: 812.897-0629.
INDIANA DIRT TRACK
• Fast Track Racing, Inc./AMA/Dist. 15, Semi-Pro & Youth, Upland Lyons Park, Upland. Info: 219/426-5528.
IOWA DIRT TRACK
• AMA/Badger Racing Assoc. Club, Pro-Am, Amateur, Youth, Henry Co. Fairgrounds, Mt. Pleasant. Info: 414/699-3387.
MINNESOTA SHORT TRACK
D.T.R.A., Championship Series, Isanti County Fairgrounds, Cambridge. Info: 612/571-9965.
NEW YORK ARENACROSS
• Frozen Ocean Motocross Park, Inc./B104.7, Frozen Ocean Motocross Park, Auburn. Info: 315/784-5466.
NEW YORK SHORT TRACK
• AMA/Square Deal Riders, Afton Invitational, Square Deal Riders Raceway, Belden. Info: 607/693-2634.
NORTH CAROLINA MOTOCROSS
Tim Newton, 226 Motocross Park, Marion. Info: 704/652-3758.
NORTH CAROLINA MOTOCROSS
• Richard Clippard, Wilkes County Motocross Park, Lenoir. Info: 704/758-4342.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.
OHIO MOTOCROSS
CRA, Malvern MX Park, Malvern. Info: 216/262-4945.
OHIO MOTOCROSS
MRA, Delta Raceway, Delta. Info: 313/289-2100.
OHIO DIRT TRACK
• D&B Racing Promotions, half-mile Pro-Am, Logan Co. Fairgrounds, Bellefontaine. Info: 419/991-8124.
OHIO MOTOCROSS
• Kenworthy's G.P. Club, youth, amateur, semi-pro, Troy. Info: 513/335-4763.
OKLAHOMA MOTOCROSS
RBH, Inc., Summer Series, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
PENNSYLVANIA SUPERCROSS
• Trail-Way Speedway, Hanover. Info: 717/359-4310.
PENNSYLVANIA SUPERCROSS
Evansville Raceways, Inc, Berwick. Info: 717/759-2841.
SOUTH CAROLINA MOTOCROSS
• Florida Motocross Club, Low Country Motocross, Hardeeville. Info: 803/757-4226 or 904/595-8753.
SOUTH CAROLINA MOTOCROSS
Jeff Kilgore/Florida Motocross Club, Hardeeville. Info: 803/784-2408.
TENNESSEE FLAT TRACK
• AMA/Dallas Ricker Complex, Hot Summer Nights Series, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.
TENNESSEE MOTOCROSS
Ontrac Promotions/AMA, Dallas Ricker Complex, Greeneville. Info: 615/573-5425.
WASHINGTON MOTOCROSS
• Fastrac/CMC, Thurston Co. ORV, Enumclaw. Info: 206/825-4502.

Sun, July 24

CALIFORNIA MOTOCROSS
• CRC, L.A. County Raceway, Palmdale. Info: 805/272-8889.
CALIFORNIA MOTOCROSS
• CMC, Rd. #5 Summer Series, Barona Oaks Raceway, Ramona. Info: 619/246-7262.
CALIFORNIA SHOW
3rd Annual Mikuni Calendar Motorcycle Show, featuring race bikes, sportbikes & customs, Santa Monica Airport, Museum of Flying, Santa Monica. Info: 310/392-8822.
CALIFORNIA OBSERVED TRIALS
AMA/American Trials Association Round 7/Technique Trials Club, Cactus Flats. Info: 310/943-4415.
CALIFORNIA MOTOCROSS
Old Timers MX, L.A. County Raceway, Palmdale. Info: 714/633-9503.
CANADA MOTOCROSS
MRA, Leamington Raceway, Leamington, Ontario. Info: 519/326-3447.
CANADA HARE SCRAMBLES
CMA, National Championship, Wheatley, Ontario. Info: 905/522-5705.
COLORADO DUAL SPORT
Colorado Sportrides, High Country Terrain, Georgia Pass area, Fairplay. Info: 303/697-8382.
FLORIDA MOTOCROSS
South Florida MX Championship Series, County Line, Ona. Info: 813/751-2116.
ILLINOIS TRIALS
Central Illinois Dirt Riders Assn., Marietta. Info: 309/647-3009.
ILLINOIS CROSS COUNTRY
United Off-Road Racing Assn., Morrison. Info: 815/778-3641.
ILLINOIS SHOW
J&P Promotions, M/C Parts Extravaganza, Ride-in Bike Show, Rodeo. Belle Clair Fairgrounds, Belleville. Info: 319/462-6011.
KANSAS MOTOCROSS
• K.O.R.R., Silver City MX Park, Sterling. Info: 316/636-5113.
KENTUCKY MOTOCROSS
Pendleton Co. M/C Park, Gardnersville. Info: 606/472-3442.
MASSACHUSETTS MOTOCROSS
New England Sports Committee, Middleboro. Info: 413/772-0685.
MASSACHUSETTS ENDURO
NETRA Championship Series, Tri State, Oxford. Info: 203/875-5757.
NEW JERSEY MOTOCROSS
• AMA/Dist. 6/Ken Landerman/Jay Irwin, Raceway Park Motocross, Englishtown. Info: 717/420-0251 or 908/446-7800.
NEW YORK HILLCLIMB
AMA/New England Hill Climbers Assn., Amatuer Hillclimbing, Caroga Lake. Info: 413/267-4713 or 413/788-7406.
NEW YORK MOTOCROSS
Frozen Ocean Motocross Park, Inc./AMA/C.N.Y., Frozen Ocean Motocross Park, Auburn. Info: 315/784-5466.
NEW YORK HILLCLIMB
AMA/Jim Blaise/New England Hillclimbers Assn., amatuer, Royal Mtn. Ski area, Caroga Lake. Info: 518/835-6445.
NEW YORK SHORT TRACK/TT
• Square Deal Riders M.C., Square Deal Riders Raceway, Harpursville. Info: 607/723-2387 or 693-2634.
OHIO MOTOCROSS
CRA, Amherst Meadowlark, Amherst. Info: 216/988-9100.
OHIO HARE SCRAMBLES
CRA/Proffer Promotions, Big Valley, East Palastine. Info: 216/538-2220.
OHIO MOTOCROSS
• AMA/Kenworthy's G.P. Club, 125/250 National Championship Series, Troy. Info: 513/335-4763.
OHIO MOTOCROSS
Sunset Ramblers, Galion. Info: 419/562-6931.
OREGON ENDURO
Nora M.C., Lone Squirrel, OMRA series points event, Tillamook State Forest, Portland. Info: 503/359-0414.
PENNSYLVANIA MOTOCROSS
AMA/Racer Production, Steel City USA, Delmont. Info: 304/594-1157.
TENNESSEE MOTOCROSS
AMA/Christiana Raceway, Christiana. Info: 615/896-3245.
TEXAS MOTOCROSS
• Jes Works Racing, Rnd 5, five-race point series, Jes Works Raceway, Houston. Info: 713/897-9694.
VIRGINIA MOTOCROSS
• AMA/Birch Creek Motosports, Grandchampionship Series, Danville. Info: 804/836-0710 or 792-5355.
VERMONT MOTOCROSS
Vermont Motocross Association, Rider Hill MX Park, Derby. Info: 802/525-3864, 802/479-9307 or 802/388-7366.
WASHINGTON MOTOCROSS
• Fastrac/CMC, Thurston Co. ORV, Enumclaw. Info: 206/825-4502.
WISCONSIN DIRT TRACK
Dist 16 & 23/Gopher Racing, 1/3 mile Pro-Am/VDTRA, Cedar Lake Speedway, Summerset. Info: 612/593-1283.
WISCONSIN DRAG RACE
• Great Lakes Dragaway, Big Bucks Bike Bracket Bash, Union Grove. Info: 414/878-3783.
WYOMING MOTOCROSS
C.C.C./S.R.A.C., Triple C Raceway, Cheyenne. Info: 303/988-7722.

Tues, July 26

OHIO MOTOCROSS
• AMA/American Motosports, Inc., Union County Fair, Marysville. Info: 614/596-2057.
OKLAHOMA MOTOCROSS
RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

Wed, July 27

CALIFORNIA MOTOCROSS
• Rojo Productions/Marty Smith MX Series, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.
CALIFORNIA DRAG RACE
NHRA/Dave Smith, Sacramento Raceway, Sacramento. Info: 916/363-2653.
MICHIGAN MOTOCROSS
MRA, Milan Cycle City, Milan. Info: 313/289-2100.
MINNESOTA SHORT TRACK
D.T.R.A., Championship Series, Isanti County Fairgrounds, Cambridge. Info: 612/571-9965.

Thur, July 28

WASHINGTON MOTOCROSS
• Olympic Peninsula Motorcycle Club, Port Angeles. Info: 206/457-0275.

July 29-31

CANADA VINTAGE ROAD RACE
United States Classic Racing Assoc., Inc., Atlantic Vintage TT, Vintage & Vintage sidecar, Atlantic Motorsports Park, Shubenacadie, Nova Scotia. Info: 603/239-6778, 225-0108 or 224-2437.
INDIANA DRAG RACE
AMA/Prostar, Pingel Thunder Nationals, Indianapolis Raceway Park, Indianapolis. Info: 205/852-1101.
NEVADA TOURING RALLY
AMA D-36/Performance Productions, Inc., 1st Annual Yerington Classic, Lyon County. Info: 800/203-3003.

Fri, July 29

CALIFORNIA SPEEDWAY
• AMA/International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.
CALIFORNIA SHORT TRACK
Indoor mini bike, San Jose Speedway, San Jose. Info: 408/224-4412.
CALIFORNIA SPEEDWAY
AMA/Fast Fridays, Gold Country Fairgrounds, Auburn. Info: 916/632-FAST.
CALIFORNIA TT MARATHON
Sandhill Ranch, Brentwood. Info: 510/634-3328 or 634-9924.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info: 916/342-0063.
CALIFORNIA MOTOCROSS
• CRC, Friday Night Motocross, L.A. County Raceway, Palmdale. Info: 805/272-8889.
CALIFORNIA MOTOCROSS
• California Motocross Assoc., Little Okie Summer Trophy Series - Rnd 4, Little Okie Raceway, Madera. Info: 209/673-8080.
INDIANA SPEEDWAY
AMA/Western Hills Honda-Yamaha,

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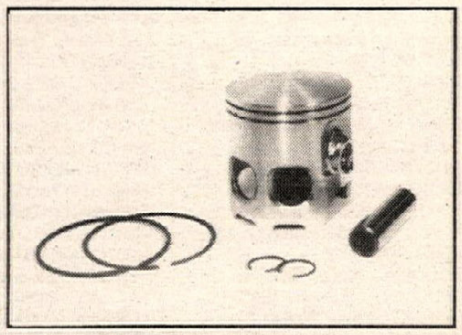
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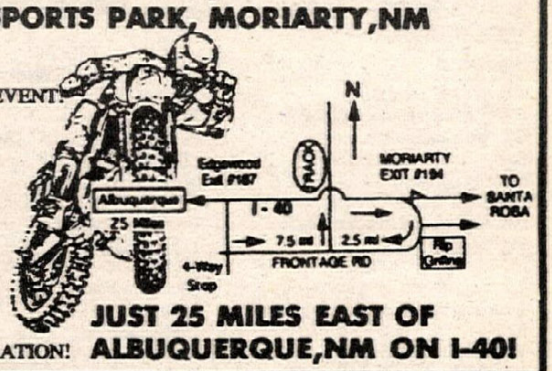

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Aug. 5	Cirello 25 - Lap Classic & Quads

Open For Practice & Racing
TEMECULA MOTORSPORTS PARK
Sat., July 16 - Legend Car Summer Shootout Series - Rnd. 4
Sat., July 30 - Legend Car Summer Shootout Series - Rnd. 5
Sun., July 31 - Moto-X Summer Trophy Series - Final & BBQ
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CRC California Race Schedule
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Sun., July 17	CRC GP - Bandido	L.A.C.R.
Sun., July 24	CRC MX	L.A.C.R.
Sun., July 31	CRC MX	Glen Helen
Sun., Aug. 7	CRC MX	Sunrise
Sun., Aug. 14	CRC MX	L.A.C.R.

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Lawrenceburg Speedway, Lawrenceburg. Info: 513/662-7759.
INDIANA SHORT TRACK
• Fast Track Racing, Inc./AMA/Dist. 15/Sportsman Motorcycle Club, 1/4 mile, Brazil. Info: 219/426-5528.
MICHIGAN MOTOCROSS
MRA, Rosenau Night at the Races, Suzuki Tri-State Challenge, Milan Cycle City, Milan. Info: 313/289-2100.
NEVADA MOTOCROSS
Yerrington. Info: 702/267-4392.
NORTH CAROLINA SHORT TRACK
• Dixieland Speedway, Elizabeth City. Info: 919/335-7412 or 804/489-2797.
OREGON SPEEDWAY
C. Farnsworth Productions, Albany Short track, Albany. Info: 503/777-2929.
TENNESSEE MOTOCROSS
• Dallas Ricker, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.
TEXAS MOTOCROSS
Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.
WASHINGTON MOTOCROSS
Holeshot/CMC, Holeshot Friday Nite, Seattle International Raceway (SIR), Seattle. Info: 206/825-4435.

July 30-31

CANADA MOTOCROSS
CMA, Canadian Amateur National Championship, Riverglade, New Brunswick. Info: 905/522-5705.
OHIO HILLCLIMB
AMA/Action Sports Promotions, Inc., Pro-Sat., Amateur-Sun., Haydenville. Info: 614/594-6686.
NEVADA MOTOCROSS
• Northern Nevada Cycle Assoc., Gold Rush Moto Park, Carlin. Info: 702/754-6248.
VERMONT MOTOCROSS
Vermont Motocross Association, Rider Hill MX Park, Derby. Info: 802/525-3864, 802/479-9307 or 802/388-7366.
WISCONSIN TRIALS
Wisconsin Observed Trials Association, Hixton. Info: 715/963-5821.

Sat, July 30

ALABAMA SUPERCROSS
Troy Miller MX Promotions, Iron Man MX Park, Warrior. Info: 205/663-0963.
ARIZONA MOTOCROSS
• GFI Arizona, Mountain View Raceway, Tucson. Info: 602/437-5767.
ARIZONA MOTOCROSS
• CMC, Summer Motocross Championship Series, Mountain View, Tucson. Info: 602/979-0207.
CALIFORNIA SHORT TRACK
Lodi Motorcycle Club, Lodi Cycle Bowl, Lodi. Info: 209/463-6224.
CALIFORNIA MOTOCROSS
Bishop. Info: 702/267-4392.
CALIFORNIA MOTOCROSS
Willow Springs Raceway, Rosamond. Info: 818/360-6258.
CALIFORNIA MOTOCROSS
• Ford/Suzuki Supercross Series/Rojo Productions, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.
CALIFORNIA MOTOCROSS
GFI Racing, GFI at Night Truck Series Rnd 7, Perris Raceway, Perris. Info: 909/371-3434.
CALIFORNIA STADIUMCROSS
California Motocross Association, Bounty Hunter Stadiumcross Series, Los Banos Fairgrounds, Los Banos. Info: 209/673-8080.
COLORADO SUPERCROSS
I.M.I./S.R.A.C., Mad Max Raceway, Erie. Info: 303/988-7722.
FLORIDA MOTOCROSS
• Reeves Promotions, County Line Raceway, Ona. Info: 813/755-8700.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
GEORGIA SUPERCROSS
Echota Vann Shriners, Calhoun SX, Calhoun. Info: 404/943-4935.
IOWA OBSERVED TRIALS
Iowa Trials Riders Association, Eldora Fairgrounds, Eldora. Info: 515/753-7317 or 473-2845 or 492-6126.
KENTUCKY MOTOCROSS
• Adventure Sports, Edmonson County Motocross Park, Brownsville. Info: 502/286-8334.
MARYLAND MOTOCROSS/SUPER-CROSS & HARE SCRAMBLES
• AMA Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.
MISSOURI MOTOCROSS
Sprout Patch Competition, Inc., Billings. Info: 417/744-2593.
NEVADA DUAL SPORT
Behr Services, Yearington Fairgrounds, Yearington. Info: 415/367-1980.
NEVADA SHOW & SWAP MEET
Sixth Annual Euro/Brit Motorcycle Show & Swap Meed, Minden Park, Minden. Info: (702) 267-2103.
NORTH CAROLINA SHORT TRACK
Carolina Dirt Track Series, Hammerdown Speedway, Red Springs. Info: 910/843-2021.
NORTH CAROLINA MOTOCROSS
• Silver Creek Motocross, Morgantown. Info: 704/584-8519.
NORTH CAROLINA MOTOCROSS
AMA/District 29, East Bend Speedway, East Bend. Info: 919/699-3629.
OHIO RIDE/VINTAGE SHOW
D-12 of Ohio/Galss City Motorcycle Club, Shamrock Motor Sales, Genea. Info: 419/666-8413.
OHIO SUPERCROSS
CRA, Western Reserve, Salem. Info: 216/337-8077 or 337-8005.
OHIO MOTOCROSS
MRA, Delta Raceway, Delta. Info: 313/289-2100.
OHIO MOTOCROSS
• AMA/American Motosports, Inc., Tuscarawas Co. Fairgrounds, Dover. Info: 614/596-2057.
OKLAHOMA MOTOCROSS
RBH, Inc., Summer Series, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
PENNSYLVANIA SHORT TRACK
• Trail-Way Speedway, Hanover. Info: 717/359-4310.
PENNSYLVANIA SUPERCROSS
Evansville Raceways Inc., Berwick. Info: 717/759-2841.
SOUTH CAROLINA MOTOCROSS
Jeff Kilgore, Hardeeville. Info: 803/784-2408.
TENNESSEE FLAT TRACK
• Dallas Ricker Complex, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.
WISCONSIN DIRT TRACK
• AMA/Badger Racing Assn. Club, Pro-Am, Amateur, Youth, Columbia Co. Fair, Portage. Info: 414/699-3387.

Sun, July 31

CALIFORNIA MOTOCROSS
• CRC, Glen Helen Raceway, San Bernardino. Info: 805/272-8889.
CALIFORNIA MOTOCROSS
• TMP Summer MX Trophy Series Rnd 6 & BBQ, Temecula Motorsports Park, Temecula. Info: 909/698-4800.
CALIFORNIA MOTOCROSS
Motowest Racing, Hollister Hills, Hollister. Info: 408/223-8168 or 408/637-2073.
CALIFORNIA MOTOCROSS
• CMC, Rnd. 6, Summer Series, Sunrise Valley Raceway, Adelanto. Info: 619/246-7262.
CALIFORNIA MOTOCROSS
Moto-X Summer Trophy Series, Temecula Motorsports Park, Temecula. Info: 909/698-4800.
CALIFORNIA MOTOCROSS
Old Timers MX, Sunrise Cycle Park, Adelanto. Info: 714/633-9503.
CANADA MOTOCROSS
MRA, Leamington Raceway, Leamington, Ontario. Info: 519/326-3447.
CANADA ROAD RACE
ASM, six-hour endurance, Deux Montagnes, Montreal, Quebec. Info: 514/582-4051.
COLORADO ROAD RACE
• Motorcycle Roadracing Assoc., Mountain View Motorsport Park, Longmont. Info: 303/530-5678.
FLORIDA MOTOCROSS
South Florida MX Championship Series, CM-MX, Clewiston. Info: 407/368-5882.
FLORIDA MOTOCROSS
• Florida Motocross Club, Florida Motosports Complex, Ocala. Info: 904/867-5183 or 904/595-8753.
FLORIDA MOTOCROSS
• AA Promotions, Hilliard International Motocross, Hilliard. Info: 904/268-2376.
IDAHO MOTOCROSS
Bull Run, Fossil Bowl, Clarkia. Info: 208/245-3608 or 208/245-4940.
ILLINOIS TRIALS
Canton M.C., Canton. Info: 309/685-1741.
ILLINOIS CROSS COUNTRY
U.O.R.R.A., Morrison. Info: 815/778-3641.
KENTUCKY MOTOCROSS
• AMA, Suzuki Frontier Day & Tri-State Series, Daniel Boone Motocross Park, London. Info: 606/877-1364.
MARYLAND GRAND PRIX
AMA/FIM, 250cc U.S. Grand Prix, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.
MASSACHUSETTS MOTOCROSS
New England Sports Committee, Southwick. Info: 413/772-0685.
MASSACHUSETTS ENDURO
NETRA Championship Series, Berkshire Mudslinger, New Boston. Info: 203/875-5757.
MISSOURI ROAD RACE
Midwest Cafe Racing Assn./HRRC, 2 hr. I-44 Challenge & 100k Endurance, Gateway International Raceway, St. Louis. Info: 314/771-2531.
NORTH CAROLINA MOTOCROSS
• Ponderosa MX Park, Inc., Marshall. Info: 704/645-3097.
NEW YORK MOTOCROSS
• AMA/Tucker Rocky Championship Series, Walden Playboys, Walden. Info: 717/420-0251.
OHIO RIDE/VINTAGE SHOW
D-12 of Ohio/Galss City Motorcycle Club, Shamrock Motor Sales, Genea. Info: 419/666-8413.
OHIO MOTOCROSS
CRA, Summit Co. Fair, Akron. Info: 216/636-5505.
OKLAHOMA MOTOCROSS
Hillside Raceway, Muskogee. Info: 918/683-0585 or 687-3307.
PENNSYLVANIA HILLCLIMB
AMA/New England Hill Climbers Assn./Keystone M/C Club, Amatuer Hillclimbing, Tyler Hill. Info: 413/267-4713, 413/788-7406 or 717/253-3823.
PENNSYLVANIA MOTOCROSS & HARE SCRAMBLE
• AMA Dist. 5, Pleasure Valley Raceway, Johnstown. Info: 814/536-4739 or 539-4114.
PENNSYLVANIA MOTOCROSS
• Flying Dutchmen M.C. Inc./JK Racing, Pine Grove. Info: 717/345-6340 or 345-8734.
SOUTH CAROLINA SHORT TRACK
Carolina Dirt Track Series, Conway Raceway, Conway. Info: 803/626-1982.
WASHINGTON MOTOCROSS
Motocross Northwest, Washougal Motocross Track, Washougal. Info: 503/673-1671.
WEST VIRGINIA HILLCLIMB
Motorcycle Hill Climbs, Inc., mid-season champship, Hamlin. Info: 304/824-3981.

Tues, Aug 2

OKLAHOMA MOTOCROSS
RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

Wed, Aug 3

CALIFORNIA MOTOCROSS
• Rojo Productions, Marty Smith MX Series, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.
CALIFORNIA DRAG RACE
NHRA/Dave Smith, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Fri, Aug 5

CALIFORNIA SPEEDWAY
• AMA/International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.
CALIFORNIA MOTOCROSS
• California Motocross Assoc., Little Okie Summer Series Trophy Series - Rnd 5, LIttle Okie Raceway, Madera. Info: 209/673-8080.
CALIFORNIA TT MARATHON
Sandhill Ranch, Brentwood. Info: 510: 634-3328 or 634-9924.
CALIFORNIA MOTOCROSS
CMC, Sacramento Raceway, Sacramento. Info: 916/363-2653.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info: 916/342-0063.
NEVADA MOTOCROSS
CMC, Silver State Raceway, Carson City. Info: 702/267-4392.
NORTH CAROLINA SHORT TRACK
• Dixieland Speedway, Elizabeth City. Info: 919/335-7412 or 804/489-2797.
TEXAS MOTOCROSS
Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

Aug 6-7

CALIFORNIA ROAD RACE
AFM, Sears Point Raceway, Sonoma. Info: 510/537-8208 or 510/796-7005.
OHIO DRAG RACE
I.D.B.A., Buckeye Nationals, Norwalk Raceway Park, Norwalk. Info: 205/849-7886.
OREGON MOTOCROSS
Sounds of Thunder Four-Stroke MX National Championship Series, Rnd 5, Albany. Info: 909/985-1287.

Sat, Aug 6

ALABAMA SUPERCROSS
Troy Miller MX Promotions, Iron Man MX Park, Warrior. Info: 205/663-0963.
CALIFORNIA FLAT TRACK
W.S.D.R.A., Willow Springs Raceway, Rosamond. Info: 818/360-6258.
CALIFORNIA SHORT TRACK
District 36, Lodi Cycle Bowl, Lodi. Info: 209/463-6224.
CALIFORNIA MOTOCROSS
• GFI Racing, GFI at Night Truck Series - Rnd 8, Perris Raceway, Perris. Info: 909/371-3434.
CALIFORNIA MOTOCROSS
Racing Enterprises, Carlsbad Summer Series - Rnd 5, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
CALIFORNIA MOTOCROSS
Rojo Productions, Ford/Suzuki Supercross Series, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.
CALIFORNIA STADIUMCROSS
California Motocross Association, Bounty Hunter Stadiumcross Series, Los Banos Fairgrounds, Los Banos. Info: 209/673-8080.
COLORADO SUPERCROSS
Extreme/S.R.A.C., War Memorial Stadium, Grand Junction. Info: 303/989-7436.
FLORIDA MOTOCROSS
• Reeves Promotions, County Line Raceway, Ona. Info: 813/755-8700.
FLORIDA SUPERCROSS
• West Florida Motocross Park, Castrol Supercross Series, Milton. Info: 904/994-2884 or 623-6038.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
GEORGIA MOTOCROSS
Calhoun SX, Calhoun. Info: 404/943-4935.
INDIANA DIRT TRACK
• Fast Track Racing, Inc./AMA Dist 15, Pro-Am, Semi-Pro, Youth half-mile, Indiana State Champion event, Converse Fairgrounds, Converse. Info: 219/426-5528.
INDIANA MOTOCROSS
• Haspin Acres Motor Park, Laurel. Info: 513/353-3555.
INDIANA MOTOCROSS
• J&S Racing, Chrisney City Park, Chrisney. Info: 812/897-0629.
KENTUCKY MOTOCROSS
• Edmonson MX/Adventure Sports, Brownsville. Info: 502/286-8334.
MINNESOTA SHORT TRACK
• Gopher Racing, VDTRA vintage, 1/3 mile, Kandiyohi County Fairgrounds, Willmar. Info: 612/593-1283.
MISSISSIPPI MOTOCROSS
• Capital City, Pearl. Info: 601/825-5122.
MISSOURI MOTOCROSS
Sprout Patch Competition, Inc., Billings. Info: 417/744-2593.
NEW YORK ARENACROSS
• Frozen Ocean Motocross Park, Inc., Frozen Ocean Motocross Park, Auburn. Indo: 315/784-5466.
NORTH CAROLINA MOTOCROSS
• Richard Clippard, Wilkes County Motocross Park, Lenoir. Info: 704/758-4342.
NORTH CAROLINA MOTOCROSS
Tim Newton, 226 Motocross, Marion. Info: 704/652-3758.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.
OHIO MOTOCROSS
CRA, Malvern MX Park, Malvern. Info: 216/262-4945.
OHIO HARE SCRAMBLES
CRA, Lightning Raceway, Tippecanoe. Info: 614/922-4775.
OHIO SPEEDWAY
Bear Creek Speedway, U.S. Open, Canton. Info: 216/837-5694.
OHIO MOTOCROSS
AMA/Action Sports Promotions, Inc., Nelsonville. Info: 614/594-MOTO.
TENNESSEE FLAT TRACK
• Dallas Ricker Complex, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.

Sun, Aug 7

ARKANSAS HARE SCRAMBLES
Arkansas Hare Scrambles Series, Durham. Info: 501/362-4230.
CALIFORNIA MOTOCROSS
CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474 or 619/673-1560.
COLORADO ENDURO
• Rocky Mountain Enduro Circuit, Steamboat Springs. Info: 307/742-4136.
FLORIDA MOTOCROSS
South Florida MX Championship Series, County Line Raceway. Info: 813/751-2116.
FLORIDA MOTOCROSS
• AA Promotions, Hilliard International Motocross, Hilliard. Info: 904/268-2376.
IDAHO MOTOCROSS
Fossil Bowl, Clarkia. Info: 208/245-3608 or 208/245-4940.
INDIANA GRAND PRIX
• Haspin Acres Motor Park, Laurel. Info: 513/353-3555.
LOUISIANA SHORT TRACK
• Outlaw Racing, Swampland Raceway, Grand Prairie. Info: 318/363-3734.
MAINE HARE SCRAMBLES
NETRA Championship Series, Down East, Searsport. Info: 203/875-5757.
MARYLAND MOTOCROSS
• AMA Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.
MASSACHUSETTS HILLCLIMB
AMA/New England Hill Climbers Assn., Amatuer Hillclimbing, Abacrombe Field, Greenfield. Info: 413/267-4713 or 413/788-7406.
MASSACHUSETTS MOTOCROSS
New England Sports Committee, Middleboro. Info: 413/772-0685.
MASSACHUSETTS TURKEY RUN
NETRA, Mohawk, Adams. Info: 203/875-5757.
NEW YORK MOTOCROSS
AMA/C.N.Y., Frozen Ocean Motocross Park, Auburn. Info: 315/784-5466.
NEW YORK MOTOCROSS
• Claverack Motocross, Claverack. Info: 518/828-6149.
OHIO MOTOCROSS
CRA, Ohio International, Ravenna. Info: 216/369-5993.
OHIO HARE SCRAMBLES
CRA, Lightning Raceway, Tippecanoe. Info: 614/922-4775.
OHIO DIRT TRACK
• D&B Racing Promotions, half-mile, Pro-Am, Auglaize Co. Fairgrounds, Wapakoneta. Info: 419/991-8124.
PENNSYLVANIA MOTOCROSS
Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.
TENNESSEE MOTOCROSS
AMA/Christiana Raceway, Christiana. Info: 615/896-3245.
WEST VIRIGINA HILLCLIMB
Motorcycle Hill Climbs, Inc., Hamlin. Info: 304/824-3981.
WISCONSIN MOTOCROSS
• Great Lakes Dragaway, Union Grove. Info: 414/878-3783.
VERMONT MOTOCROSS
Vermont Motocross Association, Rider Hill MX Park, Derby. Info: 802/525-3864, 802/479-9307 or 802/388-7366.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

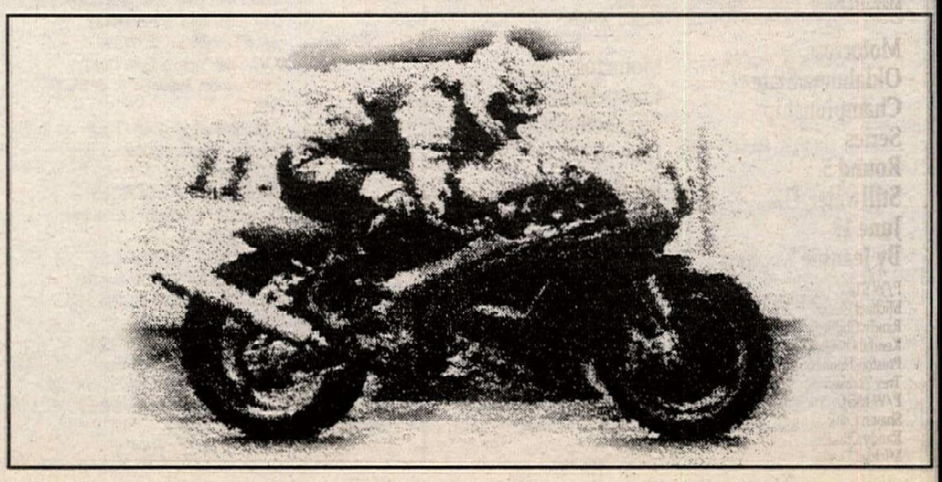
Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____



RESULTS

Motocross
Milan Cycle City
Milan, MI
June 17
By Marilyn Post

0-85 BEG
Shane Horne Suz
Steven Harrison Yam
P.J. Ingles Suz
Mike Cravens Suz
Chris Fraser Hon
0-85 EX
Chris Lowell Suz
Joshua Long Suz
Richard Watson Jr. Suz
Ian D. Hammond Suz
Michael Oliver Yam
0-85 NOV
Jimmie Johnson Suz
125 BEG
Dion Harnishfeger Suz
Kevin Judson Suz
Jeff Halmolka Hon
Matthew Deye Yam
Joe Swiney Suz
125 EX
Allen Horne Suz
Steve Richards Suz
Rancil Hughes Suz
125 INT
Tom Barron Suz
Gene Zawrotny Suz
Patrick Church Suz
Mike Shinabarger Hon
William Withrow Yam
125 JR
Tom Barron Suz
Rancil Hughes Suz
Richard Watson Jr. Suz
Chris Lowell Suz
Rick Doviak Suz
125 NOV
Dean Morris Suz
Shawn Babeaux Suz
Carrie LaBlanc Suz
Debbie Mott Kaw
Chalen Slankard Yam
16-24 OPEN
Joe Kittel Kaw
Steve Richards Suz
John Lukasik Yam
Joe Swiney Suz
250/OPEN BEG
Shawn Pierce Yam
Tim Thompson Hon
Scott Proctor Hon
Carl Trano Kaw
Donald Hickman Hon
250/OPEN EX
Allen Horne Suz
Shawn Castle Suz
John Avendt Suz
Joe Kittel Kaw
Jeff Beerbower Hon
250/OPEN INT
Chuck Loy Suz
Andy McCain Hon
Dan Kendall Suz
Jason Darm Kaw
Alfred Damphousse Suz
250/OPEN NOV
Randal Delker ATK
Brad Howard Hon
Don Promo Suz
Bill Fraser Hon
Don Stauffer KTM
50
Thomas Dwyer Yam
Liam Murphy Yam
Jamie Laliberte Yam
Paul Sharvar Suz
Chris Barron Yam
60
Matthew Gow Kaw
Andrew Ingles Kaw
Ryan Bougenay Kaw
VET 25+
George Fanelli Suz
Steve Holland Hon
Tim Bunn Kaw
Dave Miller Hon
VET 30+
David Bowman Suz
George Fanelli Suz
Bob Bolenbaugh Hon
Dave Miller Hon
Jeff Beerbower Hon
VET 35+
David Bowman Suz
Dan Kendall Suz
Bob Bolenbaugh Hon
Philip Peyton Hon
Howard DuRussel Suz
VINT-1989
Steve Gaggi Suz
Philip Peyton Hon
Michael George Suz

Motocross
Oklahoma State Championship Series
Round 5
Stillwater, OK
June 19
By Jeannie Kephart

P/W STK
Michael Duran Yam
Randy Childers Yam
Kendal Owens KTM
Preston Hamilton Yam
Trey Terbush Yam
P/W MOD
Shawn Cook Suz
Randy Childers Yam
Michael Duran Yam
Kendal Owens KTM
Beau Long Yam
MINI-MINI
Chad Cook Kaw
Michael Odom Hon
Josh Duke Kaw
Kemp Elmore Kaw
Bryan Miller Kaw
WMN
Kim Kephart Yam
Kim Brown Suz
Angie Thomas Hon
MINI BEG
Cam Glidden Yam
Michael Freeman Yam
Tully Dozer Kaw
Russell Gibbs Kaw
Dennis Hotson Suz
MINI JR
Chad Cook Yam
Randy Farrar Hon
Kemp Elmore Kaw
Mike Odom Hon
Rayn St. Cyr Yam
MINI SR
Earl Kephart Suz
Eli Slater Kaw
Bubba Ellis Hon
Zac Slater Kaw
Casey Bolton Yam
MINI OUTLAW
Josh Hall Kaw
Bubba Ellis Hon
Eli Slater Kaw
Zac Slater Kaw
Casey Bolton Yam
125 BEG
Rick York Yam
Robbie Black Kaw
Bubba Southern Yam
Jay Cheatham Suz
Brad Jenkins Yam
125 NOV
Jay Grimm Suz
Shane Macon Hon
Neil DeArmond Suz
Chris Byrd Hon
David McLean Hon
125 INT
David Casada Kaw
Ricky Petersen Kaw
125 EX
Robbie Reynard Kaw
Brandon Lacey Kaw
Dennis Owens Kaw
Jason Owens Hon
James McDonald Hon
250 BEG
Terry Peake Hon
Mike Williams Suz
Guy Hanning Kaw
John Sing Yam
Francis Gilles Hon
250 NOV
Michael Gormly Hon
Jeremy Abney Yam
Kendell Robertson Kaw
Kirk Martin Hon
David McLean Hon
250 INT
David Casada Kaw
Monte Frank Yam
Kelly Hertzler Kaw
Todd Curran Hon
Allen Crick Suz
250 EX
Robbie Reynard Kaw
Guy Cooper Suz
Brandon Lacey Kaw
Clifford Adoptante Hon
Chris Smith Hon
25+ NOV
Todd Brown Kaw
Craig Elder Hon
Randy Burke Suz
Roy Canard Kaw
Troy Post Hon
25+ INT
Joe Burke Suz
Scott Morgan Yam
Billy Spurlock Yam
Cappy Palmer Suz
Todd Curran Hon
30+
Greg Brown Suz
Joe Burke Suz
Billy Spurlock Yam
Truitt Rogers Kaw
Wayne Davis Yam
40+
Ronnie Cue Hon
Jim Thomas Yam
Skip Mitchell Hon
Laverne Kelley Kaw
Bob Bennight Kaw
OUTLAW
Monte Frank Yam
Jay Grimm Suz
Todd Gibson Suz
Rod Bell Kaw
Richard Stephens Kaw

Motocross
Competition Park
Elizabeth City, NC
June 19
By Mark Ingersoll

50
David Mitchell Yam
Jeb Jaskill Yam
Brandon Palmer Yam
Christopher Pureia Suz
60
Isha Wood Kaw
Mathew Martin
James Barnes Hon
Ryan Linville Kaw
Bart Cron Kaw
80 JR MINI
Isha Wood Kaw
Leonard Adkins Yam
80 SR MINI
Joshua Woods Suz
Ryan Walls Kaw
Albert Gardner Yam
Terry McKee Hon
Kevin Weeks Kaw
125 A
Robert McWhorter Jr. Hon
125 B
Robert Thomas Hon
125 C
Mason Holley Kaw
Travis Denton Yam
Berry Richards Kaw
Kevin Richards Kaw
Doug Chappell Yam
250 A
Robert McWilcox Hon
Bobby Stovall Kaw
Matthew Wells Hon
250 B
Danny Belch Suz
John Polakowski Hon
250 C
Craig Holland Hon
Mark Bennett Yam
Gary Scholl Hon
Wade Johnson Yam
Jim Binette Hon
25+ A
Dwight Fraser Kaw
Sonny Mitchell Kaw
John Hill Kaw
Curtis Daniels Yam
VET A
Dwight Fraser Kaw
Sonny Mitchell Kaw
Michall Curry Yam
VET B
David Wilcox Hon
James McGreehan Hon
Thomas Turner Kaw
George Galyo Yam
U/L AM
Travis Denton Yam
Wade Johnson Jr. Yam
Mark Bennett Yam
TRL RDR
Gene Cordella Hon
Charles Sexton Suz
David Yohler Hon

Scrambles
Lucky Thumb Scrambles
Deford, MI
June 12
By Jerry Pankey

0-50cc (4-8)
Logan Myers
Carter Myers
Patrick Hawley
Ryan Lloyd
Ayrton Springsteen
0-65cc (6-11)
Henry Wiles
Derek Rose
Tom Link
Patrick Hawley
Jason Rogers
0-85cc (7-13)
B.J. Leach
Henry Wiles
Brett Pankey
Matt Rogers
Tom Link
125-200 OPEN
Justin Gibson
Brandon Rose
Brett Pankey
Jammie Ryan
Charles Serecky
250 OPEN
William Stevens
Jerry LeValley
Bryan Bigelow
Eric Froncek
Bill Phen
400 OPEN
Kirby Rayment
Randy Stauffer
Raymond Rogers
Kevin Kline
401-504 OPEN TW
Skip Wertz
Don Bannerman
Ken Springsteen
Danny Stauffer
Mike Newland
505 OPEN SGL
Jeff Stevens
Thomas Johnson
500 OPEN
Jeffery Randolph
Lyle Barber
Dean Mayer
Gene O'Boyle
Doug Doyle
VET 30-39
Jerry LeValley
Norm Forstner
William Stevens
Dean Mayer
Bill Phen
SR 40+
Merlyn Wertz
John Zwerican
Dan Crawford
Glen O'Boyle
Robert Russell

Motocross
Sacramento Raceway
Sacramento, CA
June 17

250 JR
Brian Barrington Suz
David Highfill Kaw
125 JR
David Lodermeier Hon
Danny Finley Kaw
Brian Barrington Hon
125 BEG
Mike Miller Hon
Jason Dodson Hon
Troy Kenzy Yam
Charlie King Hon
Wayne Ward Jr. Yam
O/T INT
Gary Gallagher Hus
Kevin McMahan Hus
250 BEG
David Sobol Yam
Daryl Coker Kaw
Dan Klatt Hon
Dan Mendoza Hon
Eric Castaneda Kaw
80 BEG
Mike Swain Suz
Ryan Wallace Hon
Steven Swain Suz
John Perrault Hon
Brad Neshem Hon
60 (0-8)
Charlie Morrison Kaw
Nick Moore Kaw
50 P/W BEG
Adam Kowalczyk Yam
Jared Morrison Yam
Travis Cecil Yam
50 P/W JR
Nick Moore Itj

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

WANT ADS

HELP WANTED

Service Manager
Rapidly growing Denver metro full service dealer needs experienced service manager. Turn around opportunity. Write your own ticket for the right person. Fax resume to Bill (303) 423-1561. CO. (224-TFN)

MECHANIC/PARTS PERSON. H-D BMW McCoy. US 41, Green Bay, Wisconsin 54303. (414) 494-5256. WI. (246-TFN)

Parts Sales Person Needed
Aggressive dual line dealership seeks parts sales person with experience. Excellent pay and benefits. Call Honda Peninsula. Brian (408) 245-7840. CA. (226-29)

Service Manager
Orange County multi-line dealer is seeking experienced person in both motorcycle and watercraft. Ask for Don. (714) 532-0133. CA. (226-29)

Experienced Parts Person
Full time employment, excellent benefits and pay for right person. North County Yamaha. Ask for Jim (619) 432-9501. CA. (227-28)

Service Technician
Experienced Yamaha water vehicle and motorcycle technician. Full time employment excellent benefits and pay for right person. North County Yamaha. Ask for Jim (619) 432-9501. CA. (227-28)

Motorcycle Technician
Several years experience Japanese line, clean and dependable, great pay, 100% FHP medical plan, clean work environment. Only competent and qualfied apply. Steve's Cycle, Mesa, Arizona. (602) 964-4754. AZ. (227-29)

Service Manager Wanted
For Stable S.J. dealership. Year round work with benefits including profit sharing. Fax resume to Mt. Holly Yamaha Honda Sea-Doo. (609) 267-2059. NJ. (327-28)

Experienced Parts Person
Established Honda/Suzuki/Sea-Doo dealer located in California desert resort area, seeking experienced motorcycle and watercraft parts person. Excellent benefits/growth opportunity. (619) 324-5633. CA. (227-28)

Experienced People Needed
For sales, parts and service due to recent expansion and new location. Too much business to handle. Need experienced sales people in pwc, atv and m/c. Parts and service pwc experience preferred. Immediate openings! Call Patti/Heidii. (909) 735-7721. CA. (227-28)

SERVICE ADVISOR and parts counter person. Great pay, 100% medical, vacation. Steve's Cycle, Mesa, Arizona. (602) 964-4754. AZ. (227-29)

Experienced Technician
Rapidly growing Denver-metro full service dealer needs experienced technician. Fax resume to Bill (303) 423-1561. CO. (224-TFN)

Superbike Mike
Is looking for experienced cylinder head porting personnel. Minimum 3 yrs. req. Computer experience and CNC machining exp. a plus. Top pay, high tech equipment, great working conditions, South Florida location. Call Mike @ (305) 484-6969. FL. (227-29)

Service Technician-Colorado
At the base of the beautiful Rockies, one hour north of Denver. One of Colorado's top Yamaha/Suzuki/Sea-Doo dealers is looking for a seasoned technician with experience in m/c, atv, watercraft, and snowmobiles. If you have what it takes, we have a home for you. Call Brian at Fort Collins Yamaha Suzuki Sea-Doo. (303) 498-8858. CO. (227-28)

Parts Manager
Experienced parts mgr, Japanese brands, franchised dealer, central Calif., benefits, watercraft experience. Send resume, P.O. Box 612, Dixon, Calif. 95620. CA. (227-28)

MULTI FRANCHISE DEALERSHIP located on Gulf Coast requires one Harley-Davidson mechanic and 1 Hon/Suz mechanic with at least 2 years experienced working in a certified dealership atmosphere. Send resume with references to: Stubbs Cycles, c/o David Graf, 4436 Telephone Rd., Houston, TX 77087. TX. (128-31)

ORANGE COUNTY SUZUKI #1 Suzuki retail motorcycle dealership in USA and Honda Kawasaki Sportcenter. Both locations are high volume, modern, aggressive, new & used, has excellent long term opportunities all depts. Fax resume to OCS, Attn: Vic, fax (714) 645-3251, HKS Attn: Saba, fax (714) 859-7660. CA. (228-35)

H-D Technician Needed
Opening for experienced H-D mechanic. Paid vacation and medical. Located on beautiful Central California coast. Year round riding. Call Gary at H-D of Atascadero. (805) 461-1818. CA. (228-29)

WATERCRAFT MECHANIC. High volume pwc dealer has opening for journeyman mechanic. Experience on Sea-Doo watercraft a must. Send resume to: P.O. Box 81137, Las Vegas, NV 89180-1137. NV. (328-30)

Help Wanted
Experienced Honda Yamaha parts manager. (805) 928-2656. CA. (228-29)

Service Technician
Vance & Hines M/C Center has immediate opening for experienced mechanic. (310) 423-8878. CA. (228-29)

MOTORCYCLE AND WATERCRAFT dealership. Experienced, aggressive salesperson needed. Knowledge of product a must. Ask for Jon. Call (818) 287-6167. CA. (228-29)

Wanted: Road Rep.
Select territories available, top commissions paid!! Large westcoast distributor seeks experienced roadreps. Sell our many exclusive lines, such as Bieffe, THH, Vector, Monarch, Olympia, Factory, Yuasa battery, Kyryptonite, Progressive, Nady, RK Chain, EBC Brakes, Clymer, Napoleon, Willie &Max, Emgo, Ancra, Kerker, Cheng Shin. Absolutley must have good sales route and dealer relations!! Only established reps need apply. We offer great incentives and bonus for the right person - phone calls will be accepted. For more info: contact: Mike Harvey at Van Leeuwen's (818) 899-4870. CA. (228)

Experienced Harley Tech.
Expanding Service dept. looking for conscientious, motivated, skilled technician. Knowledgable in late models a requirement, early models a plus. Permanent year round position for hardworking team player. Pay commensurate with experience. Contact Ron, Chicago Harley-Davidson, 6868 N. Western Ave., Chicago, IL 60645. Phone (312) 338-6868, fax (312) 338-8868. IL. (128)

POSITION WANTED

R & D - Engineering
Engineering student with 12 years mechanical, managerial, and porting experience. Relocating to the Orlando area. Looking for position in research and development/engineering department. Send inquiries to: R.L.F., 3524 Douglas Rd., Chesapeake, VA 23322. (326-28)

BUSINESS OPPORTUNITY

Motorcycles and Watercraft
Established multi-line dealer in southern California available for sale. For details and terms contact: IBB Agent, Mark. (714) 380-7236. CA. (226-33)

Kawasaki-Franchise
Established motorcycle, atv and watercraft franchise. west coast of Florida. Includes all inventory, low down, owner financing, $150,000. Call and leave message. (813) 957-3810. FL. (226-29)

LET THE GOVERNMENT finance your cycle-related small business. Grants/loans to $500,000. Free recorded message: (707) 448-0270. (KB7) CA. (128)

LIVE IN COLORADO: profitable multi-brand dealership for sale in growing area, $3,000,000 projected 1994 sales. A steal at $520,000. Call Suzanne, Front Range Business, (303) 499-6008. CO. (128)

Dealership For Sale
Honda Yamaha Polaris, Spokane, WA. $3mm plus in sales first class facility. $2,5mm includes real estate. Cunningham Group. (509) 327-4243. WA. (328-29)

Suzuki Franchise
San Francisco East Bay, excellent sales history, $138,000 parts included. (707) 942-4233. CA. (328)

ISDE Promotions
Any vendor who would like to be on site at the 1994 ISDE in Tulsa in September...please contact JoAnn (918) 500-8295. OK. (328-29)

COLLECTORS

★★Bultaco Parts★★
COD. UPS. (713) 351-0075. TX. (230-TFN/EOI/C)

JOIN SMOG, the Spanish Motorcycle Owners Group, now 700 members worldwide; $15 USA, $20 others. Send checks to Lynn Mobley, 1320 Cathy Lane, Minden, Nevada 89423. NV. (325-35/C)

Wanted 1973-1975 Kawasaki Z1 900
Please call. 1(800) 592-7254. CA. (227-29/C)

BRITISH COLLECTION SALE. 1973 and 1974 Triumph 500cc Trophy trails, 1969 Rocket 3 900cc Cafe racer, fast! 1970 BSA 441 Victor special, lights, title, 1974 850 Norton John player 2000m. as new. 1983 Puch Magnam Moto-x 50cc 4-9 year old, please call for more details and price. Day (818) 997-0356. Eve. (310) 829-6326. CA. (126-28/C)

Wanted - Iron XR750
Motor or complete bike, any condition or parts. (216) 247-6021. OH. (327-29/C)

Cleaning Shed
1974 Ossa Pantom original good $450. 1974 Yamah MX175 original very good $350. 1973 Penton 175 Jack Piner original very good $1,000. 1968 BSA Shooting Star original very good $1,200. 4,000 mi. 1975 CB125 brand new, 2 miles, $1,000. Call Jack, Mass. 1988 CZ 250 brand new, $800. (413) 543-6037. MA. (327-28/C)

Vintage Roadracer
Yamaha TA-125, 1973 restored to original condition, show or race. $3,495. (607) 754-5418. NY. (327-28/C)

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Van Nuys, CA (818) 786-8180
San Fernando Valley (818) 289-8521
Norwalk, CA (310) 864-1741

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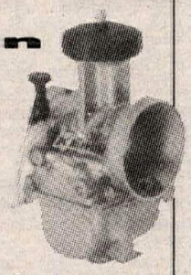

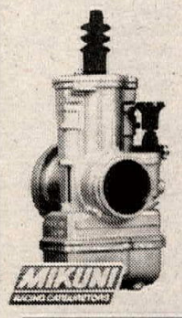

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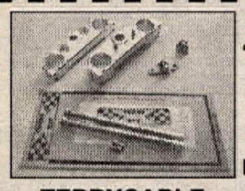

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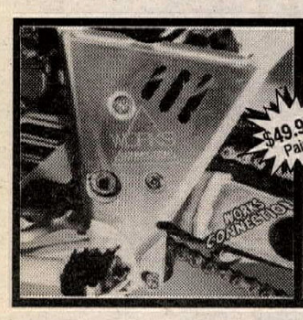

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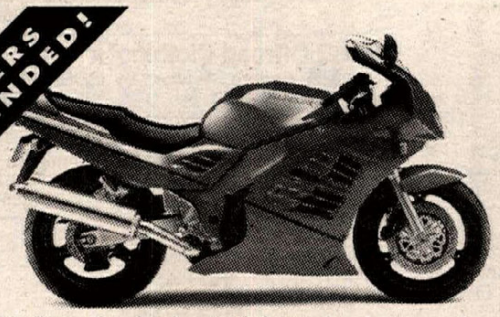

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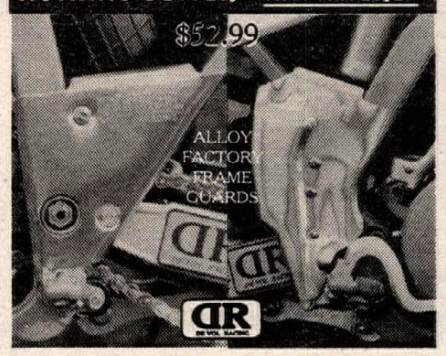

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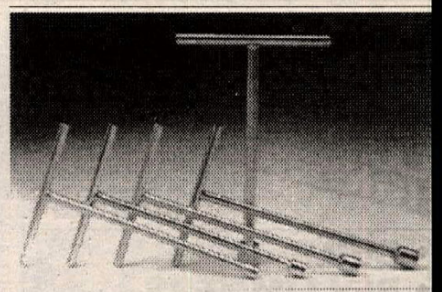

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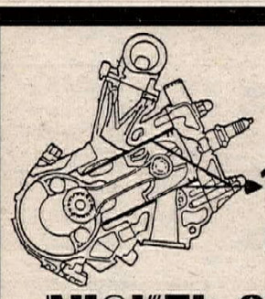

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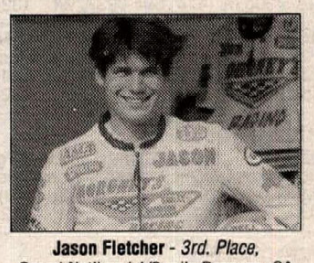
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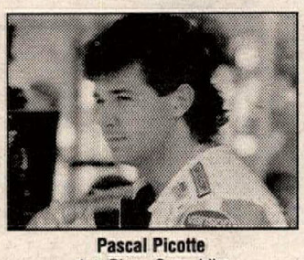
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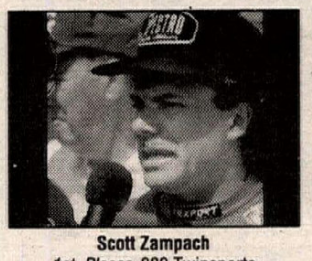
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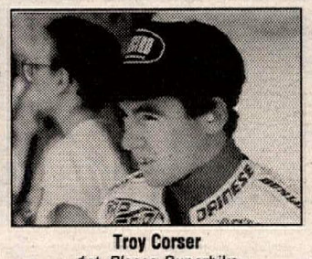
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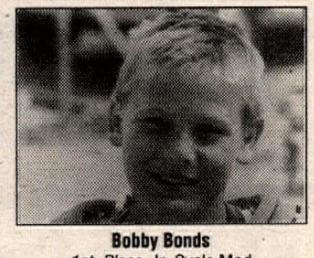
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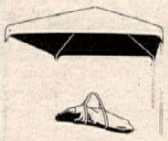

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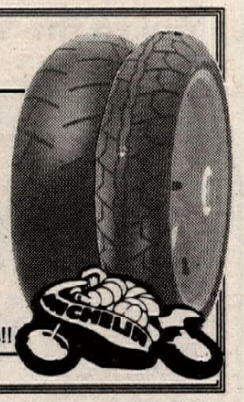

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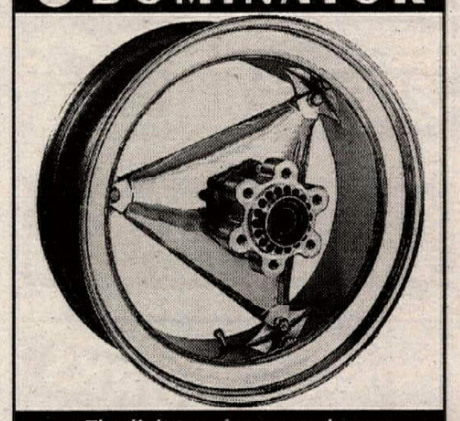

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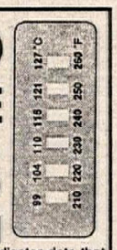

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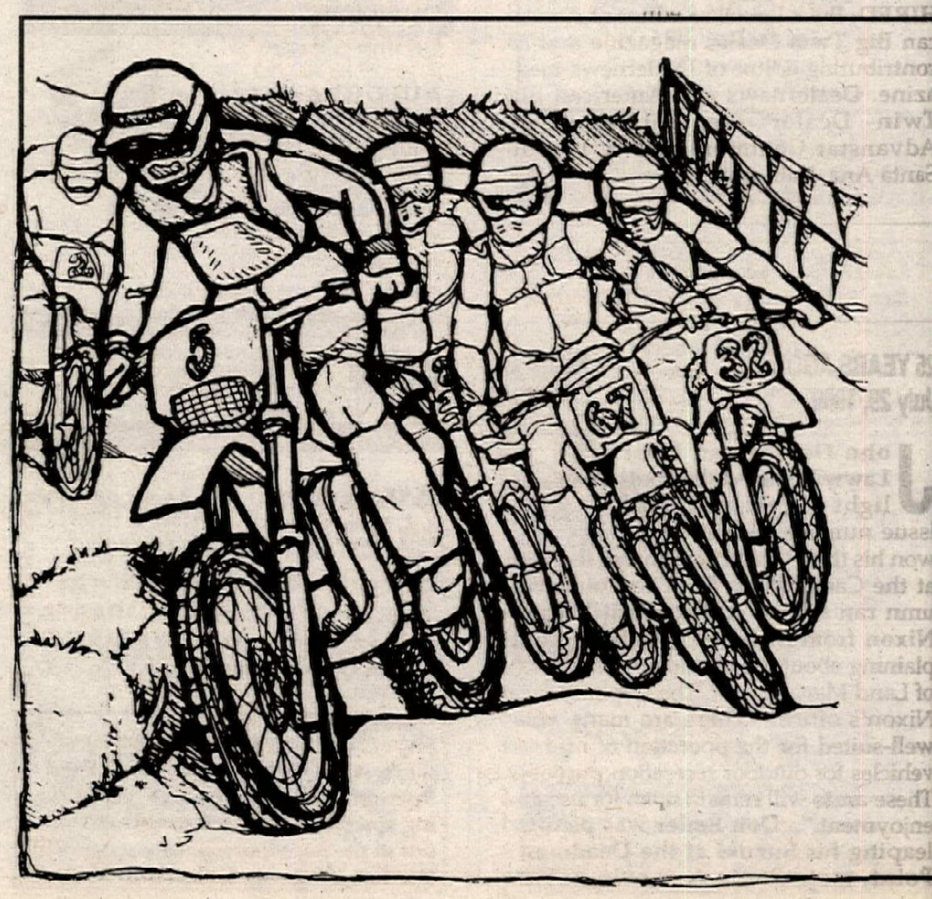
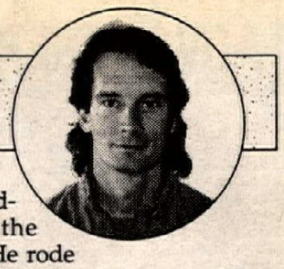


DAY SIX

By Kit Palmer



Everyone has an ego. Some people's egos are bigger than others. Mine? Well, as a whole, I'd like to think of it as being pretty small - kind of like my paycheck. You see, when it comes to sports I really don't mind if I get beaten *as long as* I know I gave it my best shot. Don't get me wrong; I don't like losing - but if I don't win, hey, it's not the end of the world.

But I must admit, if there's one area in which I don't like getting out-done or shown up, it would have to be off-road racing or just plain trail riding. Here, my ego is susceptible to getting bruised.

I don't necessarily have to be the fastest over a tough trail (though I'll try me damnedest), but I really don't enjoy watching someone ahead of me pull away and disappear around the next bend on a tight trail. When it comes to those mud-bog-infested, root-plagued, rocky, slippery and tight trails - where just making it from point A to point B is an accomplishment in itself - I simply don't like being out-done. Period. (Of course, that's my ego talking).

While I take pride in getting from point A to point B no matter how difficult the terrain is in between, maintaining some sort of dignity in the process is of high importance. Unless I've used up every option, I won't let anyone help me lift, push or shove my bike, or, God forbid, let someone else ride my bike out of a bad situation! Thanks, but no thanks. My ego couldn't handle that.

You see, I used to think I was some hotshot enduro guy. But then I went to Hawaii, where whatever ego I had was not only bruised, but reduced to the size of a BB. Let me explain.

Last May, I participated in an organized dual sport ride on the island of Kauai in Hawaii (see page 22), which brought back memories of the first time I rode in Hawaii - in 1985 at the Mauna Kea 200 Enduro. Since then I've ridden in the Islands several times, and if there's one thing that I've learned when riding there it is: Never, and I mean never, judge a Hawaiian dirt biker by his motorcycle or riding gear.

Here on the Mainland, off-road riders are very style conscious. We just have to wear the latest, raddest and most in-vogue riding gear on the market, and our bikes have to be in immaculate condition at all times. A crooked decal is a serious fashion faux pas. And if you look good, you're automatically branded as being "fast."

So, when I went to Hawaii to ride the Mauna Kea Enduro for the first time and saw some of the locals wearing open-faced helmets with football face masks bolted on, or wearing old riding gear that hadn't been washed in months, I thought I had it made. And some of their bikes looked like they had seen the last 10 Blackwater 100 races without ever being washed! That confirmed it; I had this enduro won - a piece of cake.

Boy, was I in for a shock!

These guys that I secretly giggled at under my new $300 helmet with a $500 paint job simply blew my doors off. In fact, they beat me so badly that I used the wimpiest of excuses not to start the second day of the two-day event.

Those memories came storming back in Kauai when we turned onto the "Powerline Trail," a dirt road that my dual sport tour guide Phil Oveland (a damn local) had warned me about. "It can get pretty ugly, especially if it rains up there," said Phil pointing to a mountain up ahead of us. He looked genuinely concerned, and that bothered me because I have also learned that when a local Hawaiian says that a particular trail is "ugly" or "tough," he isn't joking. So I was a little apprehensive as we continued on our way up the Powerline Trail.

The wide two-track trail soon became wet and muddy, just as Phil had promised. I was fighting to keep the bike tracking straight, not to mention upright. Before I knew it, Phil had long since pulled away from me and had vanished up ahead - eerg! And the two other guys I was riding with - Sam and Paul - had fallen back when Paul dropped his bike in the gooey mud. As Paul picked himself up, Sam waved me on. "We'll catch up," Sam said.

A couple of miles later, I was already pumping out sweat by the gallon - I was hot and tired (and, believe it or not, actually having a little bit of fun). Up ahead I could see someone on a bike. It was a Hawaiian kid, about 16 or 17 years of age, on a Honda XR80. He was just sitting there on his bike, his elbows on his handlebars. He didn't look happy. He was wearing tennis shoes, jeans and a T-shirt, but had no goggles or gloves, and was caked in mud. "My throttle cable broke," he said. "I'll be all right."

"You sure?"

He nodded.

Reluctantly, I left him behind as I continued on my merry way, slipping and sliding from one side of the trail to the other, until I finally caught up to Phil, who had stopped in front of the nastiest, meanest-looking mud hole I'd seen in quite some time - probably since the last time I'd ridden in Hawaii. Sam and Paul soon rode up. We studied the situation for a while, then we teamed up to push, shove and lift each other's bikes - one at a time - through the bog. It was exhausting work. After what seemed like hours, we finally got all four bikes across. We were just about to continue on our journey when, off in the distance, we heard the straining sound of a small four-stroke engine coming up behind us. "It's the kid on the XR," said Paul.

Without saying a word, we all hopped off our bikes and sloshed our way back across the mud-hole to help the kid through. He rode up to the hole, but as we approached him, he waved us off. Huh?

Without hesitation, he dropped right smack dab into the middle of the bog, completely submerging his little XR. He held the throttle wide open by pulling on the broken throttle cable with his thumb and forefinger, while his other three fingers gripped the handlebars. Steam rose off the bike's red-hot engine, the rear tire spinning wildly. The kid kept pushing and pushing, finally forging his way through the mudhole. His bike soon clawed and scratched its way up the opposite side of the bank and he disappeared down the trail. Phil, Sam, Paul and I stood there with our jaws dropped in amazement.

We passed the kid a few miles down the road before coming to a another mud hole, where Phil, Sam, Paul and I again had to incorporate the buddy system to get through. Sure enough, here came the kid on the XR. Without even slowing down, he leapt into the soupy mess, sending up waves of muddy water that would've made Moses proud.

As he had done before, the kid and his XR - broken throttle cable and all - plowed through that mud hole like it was nothing more than a puddle.

The four of us rested for a while as the kid continued on his way. We later came to the end of the Powerline Trail and turned onto the pavement. There, parked on the side of the road, was the kid's truck with his XR already loaded into the back. As we rode past, we all traded waves.

I must admit, I was shown up by that kid. Could I have done what he did? I doubt it. But at least it didn't bother me like it would've in '85, because another lesson I learned about riding in Hawaii is: Always leave your ego at home. CN

IN THE WIND

Continued from page 3

MOVED: Bieffe USA, Inc., to 6630-A Patterson Pass Rd., Livermore, CA 94550. The new phone and fax numbers are as follows: 510/606-1505 (phone) and 510/606-1209.

HIRED: Buck Lovell as editor of American Big Twin Dealer magazine and as contributing editor of Dealernews magazine. Dealernews and American Big Twin Dealer are published by Advanstar Communications, Inc., in Santa Ana, California.

AUTOGRAPH SIGNING: At Honda of Troy in Dayton, Ohio, on Friday, July 22 from 5:00 p.m. to 7:00 p.m. Team Honda's Jeff Stanton, Steve Lamson, Jeremy McGrath and Doug Henry, along with Honda of Troy's Craig Decker and Davey Yezek are scheduled to appear. For more information call 513/294-1577.

AUTOGRAPH SIGNING: At Hinds Motorsports in Columbus, Ohio, on Thursday, July 14 from 7:30 p.m. to 9:00 p.m.. Vance & Hines Yamaha's Jamie James and Colin Edwards II are scheduled to appear. For more information call 614/267-0318.

AUTOGRAPH SIGNING: At Beechmont Yamaha in Cincinnati, Ohio, on Friday, July 22 from 6:00 p.m. to 7:30 p.m. Team Yamaha's Jeff Emig and Michael Craig are scheduled to appear. For more information call 513/752-0088.

HIRED: Dan Zukowski, by Roberts, Mealer & Co., a full-service advertising and public relations agency known for its expertise with high-tech accounts. Zukowski was formerly working on the Kawasaki account at Freeman/McCue.

CORRECTION: In our report of the 1995 Yamaha YZs and 250WR, we said that anyone riding a 1994 or '95 Yamaha YZ will be eligible for Yamaha's YZ Bucks contingency program, and while this is all true, we failed to mention that this program *also* includes riders on '94 and '95 Yamaha WRs. CN

LOOKING BACK...

25 YEARS AGO...
July 29, 1969

John DeSoto and **Mert Lawwill** shared the spotlight on the cover of issue number 28. Lawill had won his third Grand National of the year, at the Castle Rock TT...The Voices column ran a letter to **President Richard Nixon** from **Miles E. Schofield**, complaining about the attitude of the Bureau of Land Management. The response from Nixon's office? "There are many areas well-suited for the operation of off-road vehicles for outdoor recreation purposes. These areas will remain open for use and enjoyment."...**Don Emler** was pictured leaping his Suzuki at the Deadman's Point motocross...A movie review focused on the film, "Easy Rider," calling it "a new and daring type of motion picture."

15 YEARS AGO...
July 25, 1979

Kenny Roberts rode his factory Yamaha YZR500 to a win at round 14 of the AMA Grand National Championship/Winston Pro Series, at California's Sears Point Raceway. Lawson was racing against Yamaha TZ750s. The Superbike and Lightweight divisions were won by 17-year-old **Freddie Spencer**...Before a crowd of 76,064 cheering spectators, **Mark Barnett** was victorious at the Superbowl of Motocross VIII in the Los Angeles Coliseum. Can-Am-mounted **Donnie Hansen** was top privateer, finishing seventh. The story was by **Charles Morey**, with photos by Morey and **Ron Lawson**...The Belgian Road Race GP was cancelled when the riders boycotted the event. Their reason? The newly laid tarmac was too slippery...**Bob Balentine** won the Donkeys Hare Scrambles...**Johnny O'Mara** captured the 125cc Pro win at Indian Dunes.

5 YEARS AGO...
July 19, 1989

"Unadilla U.S. GP - Johnson wins, Hannah says good-bye," read the cover line of issue 28. **Rick Johnson** won both motos of the GP, which was the final race of **Bob Hannah's** career...Kawasaki-mounted **Scott Plessinger** won the Sun Valley GP in Hailey, Idaho...A story on the Belgian Road Race GP was featured, though the race was under protest at press time, and the winner was not yet known. The wet, slippery course had caused several crashes, and two restarts...**Angelo Signorelli** turned in a last-minute, come-from-behind victory at the Incas Rally in Peru...The Voices section contained a letter from **Rick Sieman**, criticizing Dirt Rider magazine for running an ad in *Cycle News*. Sieman had endorsed Dirt Rider in the ad, but since changed his opinion...The San Morino 500cc MX GP was won by **Jeff Leisk**, while the Czechoslovakian 125cc MX GP was topped by **Trampas Parker**. CN

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